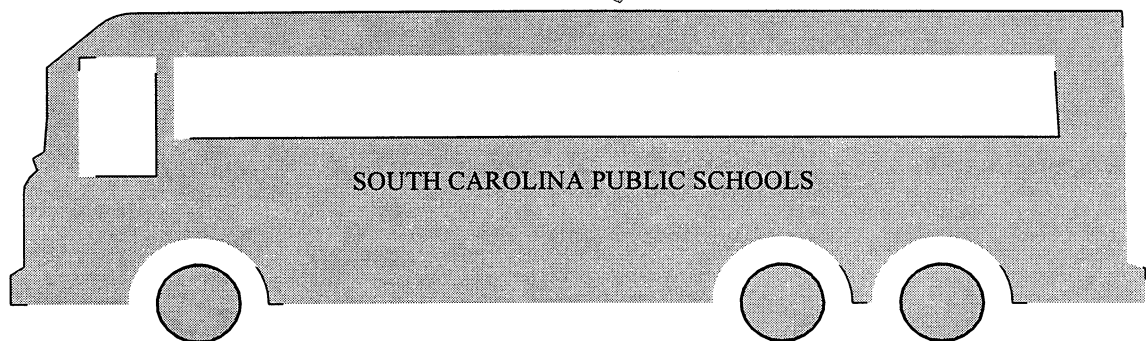


**South Carolina
Budget and Control
Board
Report to the General
Assembly
on
School Transportation
Efficiency**



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I

Executive Summary

Pursuant to Proviso 72.72 of the 1996-1997 Appropriations Act of the General Assembly, the State Budget and Control Board in consultation with the State Department of Education formed a study group to study the most efficient means of transporting students in South Carolina.

In order to more fully understand the system and to determine the potential offered by various alternatives, the current system of providing these services was examined in detail. This was done through information supplied by the State Department of Education (DOE) which provided a detailed breakdown of all costs, both direct and indirect, incurred by the State in providing the current level of State mandated transportation services. Current information quantifying contributions from the local school districts was not available, but data from a 1992 survey conducted by the DOE was included. The information was packaged and provided to the six largest private contractors in the United States who provide student transportation services, along with an invitation to assess the information and address the group to provide information on their comparative services and costs. Information was also sought from the Beaufort County School District concerning the cost structure and service delivery obtained under the contract which that district currently has with Laidlaw Transit, Incorporated for routing and driving services. It was apparent based on the analysis of the information obtained on the publicly operated system and on the Beaufort County School District system, the vendor presentations, and voluminous information obtained from other states and transportation entities that the privatization alternative appears to present the greatest potential for achieving further cost efficiencies and improvements in service delivery.

Additionally, the group sought input from those associations and organizations who are affiliated with public education in South Carolina and who have an interest in the transportation of students. These groups were invited to address the study group and to present their views in writing to be included in this report. In conjunction with this effort, the State Superintendent of Education was invited to submit comments in writing to be included in the final report.

After examining the information and input in detail, it was apparent that while there appears to be a definite potential for increased efficiencies and improved service delivery through some form of association with private sector providers of student transportation services, there is not enough firm cost information currently from the private sector to determine the actual savings or improvements which might be possible. Additionally, it was apparent from the input provided by the various associations and organizations that there is a high level of local concern and apprehension surrounding the issue of privatization and that this concern and apprehension extends to actions which might be initiated at the State level and which would affect local districts. Based on this assessment the group arrived at a set of recommendations which are designed to provide this information in much greater detail, and address the concerns at the local level, while not committing the State to an irreversible or costly course of action. These recommendations can be summarized as follows:

- 1. That the General Assembly take the necessary actions including statutory changes and funding allocations to facilitate three pilot projects lasting at least two years which would be designed to determine the actual savings and service enhancements possible in different contracting situations, and;**
- 2. That the State Department of Education be empowered as necessary to structure these pilot projects in order to obtain the desired information, assess the results, and report to the General Assembly on these pilot projects.**

II

South Carolina Budget and Control Board Report to the General Assembly on School Transportation Efficiency

Introduction

In July 1996, a study group initiated by the Budget and Control Board and the Department of Education began meetings to study the most efficient means of providing school transportation services in the State of South Carolina. This effort was undertaken in compliance with Proviso 72.72 of the 1996 - 1997 Appropriations Act which provides:

72.72 (GP: BCB - Division of Operations: School District Private Contracting Solicitation). By December 1, 1996 the Division of Operations of the Budget and Control Board, in consultation with the Department of Education, will conduct a feasibility study as to the most efficient means of providing school transportation services. The Department of Education shall not proceed with solicitations for proposals without prior approval by the General Assembly.

The proviso's focus was on examining the feasibility of alternate means of providing transportation services prior to soliciting proposals from the private sector to contract for these services. The trend in recent years toward achieving more competitive service delivery in government, and the successful privatization in many areas of the United States of functions formerly performed by government in-house operations, has led to an increasing interest in involving the private sector in delivering government services more effectively and efficiently. Additionally, recent efforts by some school districts in South Carolina to initiate contracts with the private sector for the delivery of school transportation services have generated both interest in this alternative, and concern that the process achieve its maximum potential. The apparently successful establishment in FY 1996 of a contract between Beaufort County School District and Laidlaw Transit, Incorporated, and the current efforts of Charleston School District to seek a similar arrangement with the private sector have intensified this interest and concern.

In responding to the intent of the proviso, the study group focused its efforts on the question of the feasibility of privatization of any or all aspects of school transportation services in South Carolina.

Background and Historic Context

Beginning in the 1950's and progressing from there, the school transportation function within the State of South Carolina has undergone a constant process of growth and transition. The number of buses has grown from a fleet of slightly over 2,400 buses transporting 178,598 students in 1951-52, to the fleet of over 5000 buses that transported 424,662 students to and from school on a daily basis in 1995-96. From 1951 until 1988 the school transportation system used student drivers. The transition to an all adult work force, while solving some problems, created different challenges in the transportation system.

As the State has continued to grow and progress, other factors have also had a significant impact on the school transportation system. Lean budget years created stress on the system's ability to replace and maintain a fleet of buses while growing to meet the ever increasing demands of a growing population. Federal mandates in such areas as employee compensation, special needs student transportation, and safety, have continued to drive costs upward. In more recent years, the advent of publicly provided kindergarten and other moves toward improving the overall quality of the education system have placed even more demands on the system.

The South Carolina School Transportation System is the third largest consolidated school bus fleet in the United States and is unique among the fifty states. Only Laidlaw Transit, Incorporated, and Ryder Student Transportation Services, both private contractors providing services to governments across the U. S., operate larger fleets of school buses under one management structure. South Carolina is the only state in the United States

where the state owns and maintains the entire school bus fleet, while routing and driving services are the responsibility of the local school districts. This unique structure has provided an economy of scale that has allowed South Carolina to provide school transportation services at one of the lowest costs anywhere in the United States (see Appendix J). This is not to say however, that the potential does not exist to either decrease the costs further, or increase the level of service delivery at a comparable cost, or provide a better system to meet the constantly increasing demands for this service.

This study and the recommendations made herein are intended to provide an initial look at the potential for bringing some alternate approaches to a system which, while currently cost effective, faces ever growing challenges that place increasing financial and resource demands on state and local school officials.

The Study Process

In approaching the study a wide range of reports and published studies were collected from a variety of sources. These came from other states and school districts outside the State, private sector service providers, and media publications. A list of those items obtained and examined is included at Appendix F. As a major part of this information gathering stage, detailed information was assimilated on the current system to fully understand all aspects of the process and the attendant costs. Total cost information was able to be determined reliably from the Department of Education, but current information quantifying the contributions by local school districts was not extant. Local districts make their own direct and indirect contributions to providing transportation services in their districts. Local district direct contributions range from providing incentives for drivers such as salary supplements above the amount provided by DOE, to more indirect contributions like providing additional employment within the school, as well management and supervisory functions provided by district personnel. The only existing information available quantifying the amount of local contributions was a survey conducted by the DOE in 1992 which showed the local contribution to be approximately \$20 million. The current cost information was provided to the six (6) largest private vendors who provide school transportation services to other states and school districts and who operate on a national level, along with an invitation to assess the information and address the study group. Specifically the vendors were asked to address a number of questions and to provide input to the group about their company's abilities to provide their service in this environment. A list of those vendors along with the invitation containing the specific areas that they were asked to address is included at Appendix E.

Additionally representatives from the Associations interested in school transportation services were invited to address the group with concerns and suggestions concerning this issue. Written comments from those parties desiring to provide their comments in writing are included as an appendix to this report as well as a list of all the associations and their representatives who were invited to submit comments (Appendix D). In addition, comments were also provided by the State Superintendent of Education and those comments are included as Appendix C.

The information gathered from these sources was the primary data considered in reaching the recommendations included herein. Appendix L contains a list of those members serving on the study group.

The Current System

Introduction:

The South Carolina public school transportation system is delivered as a coordinated effort between the State Department of Education and the State's ninety-one (91) school districts. The State is generally responsible for the funding of the total pupil transportation program; however, districts do contribute varying amounts of bus driver salary supplements, and supervisory and clerical support. The State provides school districts with funding for a base level of bus driver salaries and fringe benefit costs, and for aides and contract services for transportation of special needs students. The State also provides districts with school buses and continuously maintains and services these buses. Working collaboratively with DOE, the districts provide the staff and supervision for daily operation of the school buses.

The current basic service delivery data under this joint arrangement is as follows:

Total State Funds	\$66.37 million
Estimated District Funds (1992 survey)	\$19.90 million
Total students transported per day	424,662
Annual Route Miles	70.9 million
Route buses in daily operation	5,044
State maintenance facilities	45
Available School Bus Drivers (estimated)	5,100

Operational Functions:

The State Department of Education owns, manages, and maintains the school bus fleet for all South Carolina public schools. The Department also allocates State funds to the State's 91 school districts to support the daily operation of the school transportation system.

School districts provide the daily delivery of pupil transportation services to school students. The districts conduct the regular routing and scheduling adjustments to pupil transportation routes. The districts recruit, employ, train, and supervise school bus drivers. Depending on the size and fiscal resources of the district, recruiting, training and supervisory and other extra services may be done by full time employees, or by part time staff and/or district staff with other principle job functions. Many districts also supplement driving hours with other duties such as janitorial or food service jobs in order to enable drivers to earn full benefits, thus enhancing driver retention.

Reporting and Administration:

The State Department of Education operates a comprehensive management information system in all of its maintenance operations. This information system is a Microsoft Windows based ACCESS program referred to as the Bus Shop Management Information System (BSMIS). This system is required to be maintained and updated constantly. Districts are also required to report a variety of operational and financial data to the State. This data supports funding requests and helps the State monitor service efficiency and effectiveness. District informational requirements may also be submitted to the State on an ACCESS based format.

Detailed Service and Resource Information:

Information on the annual funding and use of the school transportation system, and the available capital resources to support the delivery of student transportation services are presented in Appendix A. Organizational and service responsibilities are presented in Appendix B which contains tables providing the following information:

- | | |
|--|---|
| 1. Table 1: School District Data | School district data, sorted by district, including maintenance facility coverage, number of schools, number of bus routes, number of buses assigned, and number of students. |
| 2. Table 2: Bus Data | Bus data sorted by area and capacity. |
| 3. Table 3: Fleet Status | Showing mileage range by year model. |
| 4. Table 4: Maint. Facilities | Sorted by area (includes service vehicle data). |
| 5. Table 5: Maint. Personnel | Sorted by area, facility assigned, and job title. |
| 6. Table 6: Maint. Cost per Mile | Sorted by year model and cost category. |
| 7. Table 7: Operations cost per Mile | Sorted by year model and cost category. |
| 8. Table 8: Maint. Facility Expenses | Sorted by cost category. |
| 9. Table 9: Drivers Salary Report | Sorted by school district (shows State contribution only). |
| 10. Table 10: Hazardous Trans. Costs | Sorted by district. |
| 11. Table 11: Handicapped
Reimbursement Costs | Sorted by district. |
| 12. Table 12: Aides Allocations | Sorted by district. |
| 13. Table 13: District Costs | 1992 survey of district contributions. |
| 14. Attachments 1 through 8 | Additional system data. |

This information reveals that while the State currently operates at a cost much lower than the average costs nationwide (as shown in Appendix J) that inefficiencies in the current system will require expensive correction in the near future. An analysis of the current fleet data in Table 3 indicates that of the 5,044 assigned route buses (Table 1) 3,625 (60.16%) have over 100,000 miles or are over 10 years old. To continue to operate the current system efficiently would require the purchase of 1,800 new buses in the upcoming fiscal year at an estimated cost of over \$100 million (based on 1996 contract price) with an additional \$230 million (approx.) over the ensuing 20 years, or \$15.76 million in depreciation annually (Appendix K).

The Beaufort Contract

The Beaufort County School District is the only district within the State which is not consistent with the information on the current system shown above. Beginning with the FY 1996 school year, student transportation services in Beaufort County were provided through a contract between the Beaufort County School District and Laidlaw Transit, Inc. with the State Department of Education agreeing to the terms of the contract.

Under the terms of the contract, Laidlaw Transit, Inc., is responsible for the day-to-day delivery of student transportation services. This involves the recruiting, training, and supervision of drivers including all associated salary and benefit issues, route scheduling and adjustments, handling of and response to customer complaints, safety training and monitoring, and response to district needs in times of crisis or disaster. The contract does not include ownership or maintenance of the buses, except as noted below, fuel for the buses, or insurance for the buses. The District is still responsible for addressing citizen complaints concerning the performance of the contractor. Additionally, the contract allowed for drivers who were formerly employed by the district and who desired to retain their positions with the district to do so while operating under the supervision and control of the contractor, or to choose to be employed by the contractor. Currently, approximately 85% of those drivers have chosen to become employees of the contractor, rather than retain their positions as district employees. As part of their performance under the contract, and in order to meet their contractual obligations, the contractor has brought in fifteen (15) contractor owned buses. They were required to bring these buses up to the State standard for buses of the same year/model prior to putting them in service. However, fuel for these buses is not exempt from the state fuel tax as is fuel for the buses owned by the State.

As part of the information gathering process, information was sought from the Beaufort County Superintendent of Schools about the success of this contract. The letter requested specific information about both the levels of funding, the actual costs prior to and after the inception of the contract, the average annual rate of increase in costs for the years prior to the contract, the increase in costs from the first year to the second year of the contract, and about the changes in service delivery attributable to the performance of the contractor. Based on the response provided by the Beaufort County School District to that letter, it appears that while the costs have increased somewhat since the inception of the contract, some if not all of the increased costs may be attributable to increased requirements placed on the contractor for additional routes and schedules. It also appears from that response that the quality of service delivery provided by the contractor is significantly higher than that achieved when the service was provided in-house by the district. The written request and response is included at Appendix G.

Discussion

The information assimilated in conducting the study reveals that the issue of the most efficient system for providing school transportation in South Carolina is complex and may not be answered the same way for each of the 91 school districts. While there appears to be some potential for either obtaining services at a lesser cost or obtaining a higher level of services at or near the same cost under a private contract, this result may not be reached in school districts which are currently operating efficiently or which have different demographics or geographical characteristics. As well, there are certain efficiencies that could be realized regardless of who is providing the services.

Current System Efficiencies:

Within the current system there appear to be a number of areas where greater efficiencies could be achieved.

- **Computerized Routing and Scheduling:** A computerized routing and scheduling system may assist large districts where scheduling personnel do not have the detailed knowledge of the district or where the district is experiencing rapid growth or change. A number of such systems are available in the market, and have been used with varying degrees of success by other States and districts. However, based on the information provided, such systems are fairly expensive to acquire, and require constant updating by trained personnel to operate at optimum efficiency.

- **Driver Retention:** A system for retaining qualified drivers to reduce the turnover and the costs associated with recruiting and training replacements could also create greater efficiencies. Currently, some districts have experienced high turnover rates due to the marketability of the Commercial Drivers License. The establishment of a Commercial Drivers License category specific to school bus drivers could partially alleviate this problem. Additionally, many districts find it necessary to supplement the State wage rate or provide additional hours and duties for drivers in order to retain them.
- **Fleet Replacements:** Another area where the current system seems to have problems is the area of bus fleet replacement. The establishment of a depreciation reserve account which would allow a regular schedule of fleet replacements would eliminate the need to replace large segments of the fleet at one time and the resultant debt service costs associated with this scenario. Even if the transition to privatization were to begin immediately, it will be necessary to continue to replace some elements of the fleet pending a complete transition. These replacements could be accomplished through direct acquisition or in conjunction with contracts established with private vendors. A schedule showing required fleet replacements based on the current fleet and system is included as Appendix K.
- **General Management Practices:** Additional marginal efficiencies may also be possible in some districts through better management and control of such things as school bell times, and multiple routing. In some districts using site based management, school bell times are set concurrently at each of the different schools, thus limiting the use of buses for running consecutive routes and requiring the assignment of additional buses to the district.
- **Other Alternative Approaches:** While this study focused primarily on a comparison of the current system and on the potential for achieving greater efficiencies through privatization of all or part of that system, there were a number of other approaches which were suggested but not explored due to time constraints and the non-

availability of any relevant data for examination. These included such ideas as moving the student transportation function from the Department of Education to another existing agency of State government where transportation rather than education is the primary function of the agency, or forming a separate agency with the sole function of providing student transportation. Either of these changes could conceivably offer greater efficiencies by encouraging greater sharing of existing resources. The use of a multi-jurisdictional public entity was also discussed as an alternative approach. Such a public entity would host the merger of the pupil transportation services of several contiguous school districts under a single public entity. California, has over the past twenty years, used their Joint Powers Act legislation to create and operate similar public entities to consolidate pupil transportation services.

These improvements could be made either through making incremental changes in the current system or through a private sector provider. The question then becomes whether the private sector can provide the services more cost effectively and at a quality and safety level that meets or exceeds that of the current system.

Vendor Capabilities:

The information received from the vendors presented a wide range of options that would cover the full scope of services currently being provided, with some offering only full service options where ownership and maintenance of the buses would be required. The following information was gleaned from the vendor presentations.

- **Scope of Services Available:** Each of the vendors made presentations which emphasized their current market strengths. It was apparent however, that there is a complete range of services available from the private sector and that there is no

service provided by the current system which could not be obtained from the private sector at some cost.

- **Capacity for Additional Service:** The abilities of the contractors to undertake contracts varied significantly. The largest single conversion from a public sector to a private sector provider undertaken anywhere in the United States to date appears to be Little Rock, Arkansas with approximately 600 buses. However the contractors indicated that they have the ability to undertake the conversion of approximately 150 buses per year by the smaller contractors, to approximately 1000 buses per year by the largest contractor. Therefore in order to maximize competition, Requests for Proposals should be structured so that no potential contract would encompass more than 150 buses. Based on this information, it appears that it would take several years to transition the entire system to the private sector.
- **Timeframe for Transitioning:** Within the parameters above, the optimum schedule for converting a contract would require that the contract be awarded as early as possible in a calendar year with the actual transition to occur during the summer months and service by the private contractor to begin with the start of the next school term. While the vendors did not rule out a faster transition, the vendors ability to provide optimum service could be impacted by shortened time frames.
- **Contracting Techniques:** A number of different contracting scenarios were presented by the vendors. These ranged from single year, one contractor operations providing limited service to multi-year contracts covering the entire spectrum of services needed, to multiple contractors serving a single district divided into zones, with subsequent years of the contract awarded based on the contractors relative performance. It appeared that the use of multiple contractors would enhance both competition among contractors and a districts ability to survive the failure of any one contractor or portion of a contract.

- **Personnel Transitioning:** Each of the vendors indicated that the first place they would look for staffing a new contract would be the existing workforce. Within the existing Beaufort County contract, the district employees were given the opportunity to choose whether they would remain district employees and operate under the control of the contractor, or become contractor employees. Currently approximately 85 % of the employees have chosen to work for the contractor.
- **Discipline Issues:** Each of the contractors indicated that student discipline for misbehavior on buses would continue to be administered by the school district based on reports provided by bus drivers. This is similar to the current structure.
- **Ownership of Buses:** All of the vendors expressed a willingness to negotiate a wide range of contractual setups requiring different levels of vendor participation. Each of the vendors indicated that some contractual arrangement could be reached which would result in the vendor either buying the existing fleet from the State and replacing it as needed, or operating the State owned fleet and providing vendor owned replacements as the State owned buses reached the end of their lifecycles, or some amalgamation between these two extremes. Also, all of the vendors agreed that minimum specifications for buses from whatever source could be included in the terms of the contract.
- **School Activities:** All of the vendors indicated that the entire gamut of school activities and extracurricular activities could be included in any contract.
- **Costs:** None of the vendors was prepared to offer any specific cost information based on the information available to them at the time. Each of the vendors indicated that it would be necessary to prepare a Request for Proposal based on a specific set of circumstances and containing an explicit Statement of Services before actual costs could be determined. However, one of the vendors, Laidlaw Transit, Inc., indicated that based on the information provided, it appeared that up to \$250 million dollars in

savings could be achieved by the state over a ten year period through privatization. Of this \$250 million, \$119 million would come from the sale of the existing bus fleet to the contractor and an additional \$75 million would come from the return on investment (calculated at 5% on this \$119 million). Thus the actual calculated savings in operating costs based on the vendor's assumptions are approximately \$56 million over a ten year period. Under this scenario, the State would still be obligated for the current debt service, independent of these figures, so this level of expected savings is unrealistic. The assumptions used and the projected savings under different service scenarios are contained in the presentation materials provided by Laidlaw Transit, Inc., included in Appendix E.

Local Concerns

There was a wide range of concerns expressed by the Associations who made presentations to the study group. Many, if not all of these concerns are due to a fear of the unknown, and a feeling that the needs of the local community will not be considered first in any move toward privatization. All of these concerns can be summarized as follows:

- **Loss of Local Control:** The Associations seemed particularly concerned that the local community would lose control over the transportation process, either to the State government or to a contractor. They felt that the local school officials are closest to the community, and from this position, are best able to respond to changing community needs.
- **Funding Levels:** During the presentations, it was apparent that there is a significant concern at the local level about the State relinquishing responsibility for transportation services. The current level of funding provided by the State for meeting the transportation needs of the districts is often insufficient, requiring significant

supplementation from some districts. They perceive that there is no cost savings generated in the current Beaufort County contract.

- **Unfunded Mandates:** Additionally, there was concern expressed that future funding provided by the State would be based on the current or initial terms of any contract, and that future mandates requiring additional transportation services would not be funded by the State.
- **Current Employees:** As in any discussion involving privatization, there is a high level of concern about how current employees might be adversely affected by any conversion to private sector service providers. This concern included those involved at all levels in the district's transportation operations, but was centered mostly on bus drivers and maintenance personnel.
- **Students:** Another area of great concern was how student records such as videos made by bus cameras would be protected and remain private, how student discipline would be handled, and how the question of liability in case of injury would be dealt with in any contractual agreement.
- **Loss of Infrastructure:** These Associations also expressed strong concerns about how they would be able to respond and begin providing transportation services in-house should a contractor fail or otherwise be unable to perform to meet the needs of the district once the infrastructure had been dismantled or sold.
- **Safety:** All of the Associations expressed that the safety of children was their major area of concern, and that no private contractor operating to make a profit would be as diligent about safety as would the local district.

Statutory Changes

Finally, the group spent some time discussing the current statutory structure and Legislative changes which would be required for either the State or any district to privatize without the concurrence of the other. The current amalgamated structure with the State owning, fueling, and maintaining the buses and the districts employing the drivers and operating the system is an impediment to either entity acting autonomously. Suggested areas which the General Assembly might address are attached as Appendix H and I.

Recommendations

Based on this discussion and the information which the study group reviewed, the group arrived at the following recommendations.

1. That the General Assembly adopt statutory language directing that at least three pilot projects be initiated to determine the actual potential for achieving savings and service delivery improvements through privatization, and;
2. That these pilot projects be structured to cover a wide range of possible contracting scenarios including one in a large rural district, one in an urban district, and one in an area encompassing multiple districts and utilizing several contractors, and;
3. That the General Assembly consider providing incentives such as those contained in Appendix I, to those districts involved in the pilot projects, and;
4. That authorization be provided to obtain financial information from the districts involved in these pilot projects to determine the level of student transportation financing currently provided by these districts and that the contribution by the districts be continued and become part of the funding available for the pilot projects, and;
5. That the General Assembly include the necessary provisions in the upcoming General Appropriations Act to ensure the success of these pilot projects, including

the necessary funding for depreciation of school buses involved in the pilot projects, and;

6. That assistance be provided to the pilot districts identified in preparing Requests for Proposals from qualified vendors to provide privatized turn-key student transportation services including the provision of the buses, maintenance, routing, and driving services in these pilot areas, and;

7. That the Request for Proposals set forth total costs incurred by the Department of Education and the local school districts involved for providing school transportation services in each of the pilot areas, and that contracts be awarded for those pilot areas where prices bid by the private contractors will produce a cost savings in providing this service; however the right should be reserved to determine whether to provide additional funding to allow the pilot contracts to be awarded, and;

8. That these pilot projects be continued for at least two years, and that a report be provided to the General Assembly on the results of these pilot projects with an interim report at the end of the first year and a final report at the end of the second year; however, that in the interest of obtaining the lowest possible cost structure available from the private vendors, contracts may be let for a period exceeding the two year period of the pilot projects, and;

9. That the General Assembly consider those statutory changes outlined in Appendix H to allow greater flexibility in moving to a more efficient student transportation system from whatever source.

Appendix A

State Funded District / Student Service Data

Number of Schools Served By District by grade level	See Table #1		
2. Number of Students Per District (Regular & Special Needs)	See Table #1		
3. State School Bus Maintenance Shops and Area service designations by school district	See Table #1		
4. Number of Students Transported Daily	<u>FY 1994</u>	<u>FY 1995</u>	<u>FY 1996</u>
Regular Students	338,700	337,120	358,535
Hazardous Students	13,157	11,357	14,039
Mid-Day Kindergarten	23,881	22,033	21,573
Special Needs Students	<u>10,085</u>	<u>10,117</u>	<u>10,222</u>
SubTotal	385,823	380,627	404,369
Vocational Classes	15,700	14,872	14,954
Gifted & Talented	3,242	2,489	2,478
Other Program	<u>3,760</u>	<u>3,179</u>	<u>2,861</u>
Subtotal	<u>22,702</u>	<u>20,540</u>	<u>20,293</u>
GRAND TOTAL	408,525	401,167	424,662
5. Maximum Days Of Service Annually	180 school days		
Total Operating Miles	<u>FY 1994</u>	<u>FY 1995</u>	<u>FY 1996</u>
Regular Students	46,157,311	45,863,591	44,312,940
Hazardous Students	382,387	402,300	403,920
Mid-Day Kindergarten	6,315,065	6,382,620	6,918,300
Special Needs Students	<u>11,628,433</u>	<u>11,863,030</u>	<u>13,277,700</u>
SubTotal	64,483,196	64,511,541	64,912,860
Vocational Classes	1,566,624	1,738,800	1,751,220
Gifted & Talented	390,483	382,500	416,880
Other Program	654,197	784,080	802,080
Extra-Curricular/Summer Programs *	1,507,875	1,713,457	1,540,498
Adult Drivers Returning Home	<u>1,746,461</u>	<u>1,567,440</u>	<u>1,441,800</u>
Subtotal	<u>5,865,640</u>	<u>6,186,277</u>	<u>5,952,478</u>
GRAND TOTAL	70,348,836	70,697,818	70,865,338
* Non-State Funded miles			
7. Average Number of Students Per Route Bus Per Day	84.19		
(424,662 students transported per day divided by 5,044 route buses)			
8. Average Number of Students Per Route Per Day	27.88		
(424,662 students transported per day divided by 15,233 daily routes)			
(Includes all Special Needs, Mid-day Kindergarten, Vocational & Other Routes)			

District / Student Services Continued

1. School Bus Routes Per District *See Table #1*
2. Number of Regular Route Buses Per District *See Table #1*
3. Special Needs Route Buses Per District *See Table #1*
4. Number Of Lift Equipped Buses and Wheelchair Positions Per District *See Table #1*
5. Service Dependability Rating *99.53 %*
(FY 1996 12,810 Mechanical Service Calls divided by 2,741,940 Routes Operated)
(Routes operated equals 15,233 daily routes multiplies by 180 school days equals 2,741,940)

Fleet Data

1. Bus Volume & Capacity by School Bus Maintenance Shop *See Table #2*
2. Summary of School Bus Fleet Status By Type & Fuel *See Table #3*
3. Summary of Service Vehicles By Shop and Type *See Table #4*
(All vehicles listed in this table support pupil transportation purposes)

Maintenance Personnel and Facility Data

1. Number and Location of Maintenance Facilities *See Attachment 1*
(Directory/Map)

2. Description and Mission of Special Maintenance Facilities

Central Rebuild Facility: A single facility is used to provide all major component overhaul services in support of the 44 School Bus Maintenance Shops. This facility is staffed with a Supervisor, a Clerk, two Technician II's and six Technician III's. The facility is located on the same property that houses the Richland School Bus Maintenance Shop facility. The Central Rebuild Facility overhauls or purchases replacement School Bus and Service Vehicle Engines, Transmissions, and Differentials. When special manufacturer's safety recalls are ordered for major components, the Facility provides assistance to the School Bus Maintenance Shops in the repairing of involved components, such as Steering Gear Boxes. This facility also provides scheduled pick-up and delivery services for all shops.

Body Repair Facilities: Two facilities provide all major in-house body repair for school buses and service vehicles that are damaged in accidents. These facilities are located on the same property as the Chester School Bus Maintenance Shop and the Colleton School Bus Maintenance Shop. The Chester program is staffed with one Technician II and one Technician III. The Colleton program is staffed with two Technician II's. The supervision and parts procurement for these facilities is provided by the associated shop Supervisor, Foreman, and Clerk.

3. Maintenance Personnel Volume By Shop *See Table #5*
Also See Attachment #3
4. Job Position Descriptions for Maintenance Positions *Attachment #2*

Cost Data FY 1996

1. State Funded Average Cost Per Student Per Year \$ 211.37
(\$89.761 million State funds divided by 424,662 students transported per day)
(Includes depreciation and all other State costs)
2. State Cost Per Route Bus Per Year, Including Depreciation \$ 17,795.60
(\$89.761 million FY 1997 cost divided by 5,044 total route buses)
3. State Cost of Maintenance *See Table # 6*
4. State Cost of Operations *See Table #7*
5. State Cost of Total Maintenance Service *See Table #8*
(Costs do not include Bus Driver or other district costs)

FY 1997 Budget

1. State Aide To Districts - Appropriations
Driver Salaries & Fringe \$34,049,413.00
See Table #9

Hazardous Transportation \$ 427,931.14
See Table #10

Handicapped Contract (Awarded to Districts on Request)
FY 1996 State Funded District Expenses \$ 644,303.00
See Table 11

Aides For Handicapped School Buses \$ 159,670.00
See Table #12

Workers Compensation Ins. - Bus Drivers \$ 1,511,927.00

Total \$36,793,244.14
2. State Department of Education Administrative Cost
Department Administrative Support
Indirect Costs \$ 200,000.00
(Personnel, Finance, Purchasing & Data Processing)

Pupil Transportation Central Office Administration
Operations \$ 220,270.00
Personnel \$ 351,312.00
(see Attachment #3)

Pupil Transportation Area Administration
Operations \$ 86,600.00

Personnel	(see Attachment #3)	\$ 1,009,211.00
School Bus Maintenance Shops		
Maintenance Services		\$ 8,761,375.00
Fuel		\$ 7,500,000.00
Personnel	(See Attachment #3)	\$11,351,154.52
	Also See Table #8	
Total		\$29,479,922.52
3. State Highway Patrol has two Troopers assigned to the Department of Education, at the direction of the General Assembly to administer a statewide Pupil Transportation Safety Program.		
FY 1997 Appropriation		\$ 102,703.00
4. Total All State Funding FY 1997		\$66,375,869.66
5. State Capital Asset Depreciation Rate		
State Owned Maintenance Facilities and Grounds		\$.02 per mile
State Owned School Buses and Service Vehicles		\$.31 per mile
Depreciation Asset Valuation per Year		\$23,385,561.54
	(\$.33 Depreciation per miles times 70,865,338)	
6. Total FY 1997 State Pupil Transportation Costs		\$89,761,431.20
	(Includes Depreciation and all other State costs listed above)	
7. Estimated District Support Funding (all student transportation services)		\$19,892,663.00
	(Most Recent Data - FY 1992 Survey Data)	See Table #13

Appendix B

Operating Information

1. List of Functions Provided by State Department of Education and By the 91 School Districts

State Department of Education Responsibilities	School District Responsibilities
Provide Districts with School Buses (Regular and Special Needs)	Manage the Daily Operation of Pupil Transportation Services
Provide Districts with School Bus Maintenance and Repair	Hire Certified Bus Drivers
Provide Districts with School Bus Fueling	Supervise District Pupil Transportation Personnel
Provide Districts with School Bus Vehicle Liability Insurance	Conduct Routing and Scheduling of School Buses
Provide School Bus Service Vehicles	Manage Student Discipline on School Buses and at Stops
Oversight and Management of Pupil Transportation State Laws and Regulations	Delivery of Student and Driver Safety Programs (some districts)
Lease/Permit School Buses to Districts for Non-State Funded Use	District Funding of Supervisory Salaries and Fringe
Allocation and monitoring of State Funding for School Bus Driver Salary and Fringes (See Guideline Scale Attachment #6)	Funding of District Share (30%) of Bus Driver Fringe Benefits Costs.(some districts, must work more than 30 hours per week)
Manage School Bus Driver and Maintenance Competition	School Bus Driver Salary Supplement (most districts)
Provide Tort Liability Insurance For School Transportation Services	Fund Pupil Transportation Programs That are Non-State funded Services
Allocation and Monitoring of State Funding for Hazardous Transportation Services	Aides on Special Needs Buses Supplement
Allocation and Monitoring of State Funding for Handicapped Contract Services	Coordinate with and Enforce the Results of the Monthly Drivers License Check
Allocation and Monitoring of State Funding for Aides on Special Needs School Buses	Continuously Training of Bus Drivers (some districts)
Funding of School Bus Driver Workers Compensation Insurance	Manage the Hazardous Transportation Program
Processing Workers Compensation Claims	Investigate Accidents to Improve Safety
Manage the Statewide Monthly Drivers License Check Program	Manage the Federal Drug Testing Program for All Drivers
Fund Pupil Injury Insurance Coverage of All Student Riders	Maintain School Bus Parking Facilities (hard surfaced and flat)
Investigate Vehicle Accidents and Incidents	Report Hazardous Road Conditions
Provide Districts Routing and Scheduling Technical Assistance	Provision of School Activity Buses (some districts)
Provide Student and Driver Safety Presentations and Safety Materials	Manage District Transportation Response to Emergency Preparedness Services
Provide School Bus Driver Training and Certification	
Maintain Vehicle Maintenance Facilities and Grounds	
Provide Technical Training for Department Employees	
Manage the Statewide Emergency Response	

2. The Department also provides transportation technical support for the delivery of pupil transportation services by the Department of Juvenile Justice, the 92nd. school district in South Carolina.

Operating Information Continued

3. **Organizational/Management Chart of South Carolina School Transportation Program**
South Carolina Department of Education, Office of Transportation *See Attachment #3*

Typical School District *See Attachment #4*

4. **Unique South Carolina School Transportation Requirements**

- Fleet Fueling** -- The School Bus Maintenance Shops fuel school buses at the school parking facility.
- Maintenance Services** -- Many preventive maintenance services are provided at the school bus parking facility (grease, oil changes, minor repair, tire replacement, and safety inspections)
- Bell Time Control** -- School Bell times are controlled by the school district and may be controlled by the school principal.
- Fringe Qualification** -- A school bus driver must work 30 hours per week to qualify for fringe coverage, the State pays 70% and the District pays 30% of the qualifying costs.
- Other Maintenance Services** -- School Bus Maintenance Shops may sale fuel and maintenance services to district and Head Start agencies operating school buses.
- State Fuel Tax** -- State Fuel tax, by statute, is only exempt for State owned school buses. By act of FY 1997 Appropriations Proviso (Part I. 19.34) school buses operated by school districts and Head Start agencies are also exempt from the State fuel tax. School buses operated by private contractors that are not State owned are not exempt from state fuel taxes.
- Extra-Curricular Use Of State School Buses** -- Districts are encouraged to use State school buses for all student transportation purposes. The State charges \$.80 per mile for this use which covers all costs except for driver and other district costs.
- 180 School Days** -- The State only funds the transportation of students for 180 school days. A twelve month school program may create extra district costs if students are transported more than 180 days or if student enrollment is not coordinated with transportation zones.
- Non-State Funded Programs** -- As a general rule Magnet, Alternative, Charter and other such choice programs, that need to transport students across school zone lines, are 100% district funded. Student transportation that occurs during school hours, other than programs for the Vocational, and gifted and talented, are not State funded.
- Federal or State Court Order** -- Court Order may require that the State be fully responsible for any ordered student transportation service.
- School Bus Drivers Certification & Licensing** -- School Bus Drivers must have a Class B CDL with a Passenger and Air Brake endorsement, and a State Department of Education School Bus Drivers Certification. The Certification requires 13 1/2 hours of classroom training, 6 hours skills training, a classroom and skills test and medical exam authorization by a physician (similar to DOT medical certification).
- Maximum Ride Time Limitation Guideline** -- Approval of routes and schedules by the Department of Education staff is based on a Department guideline that student ride times not be greater than one hour and fifteen minutes. Longer ride times may be approved in unusual geographic and low density population areas. The State Department of Education and the State Board of Education requested the General Assembly in FY 1993 to make this guideline a statutory requirement. No action has been taken by the General Assembly. The average ride time in South Carolina is under forty-five minutes.
- School Transportation Programs Funded with State Funds** *See Attachment #5*
- What is a School Bus** -- State law defines the requirements of a "school bus", this definition exceeds Federal requirements. For detail information see Attachment #7.

Operating Information Continued

School Bus Specifications -- The State of South Carolina has developed special school bus specifications to promote safety and enhance vehicle efficiency. The safety specification will remain as a minimum vehicle requirement. The existing specifications require a rear engine diesel School Bus. A complete copy of these specifications are available on request.

5. Issues of Typical District Concern

Driver Recruitment and Retention -- The State estimates that districts experience a 20 to 30% turnover rate each year.

Districts Use School Bus Drivers & Aides for Other Job Duties -- To qualify bus drivers for fringe benefits, to help with recruitment, many districts employ the drivers to perform other district jobs. A school bus driver is unlikely to drive a school bus on State funded routes for more than 20 hours per week. To qualify for fringe benefits the bus driver must work at least 30 hours per week. To reach 30 hours many districts have bus drivers work hours as classroom aides, maintenance workers, food service assistants or custodians.

Service Distance Rules -- State law does not allow students that live within 1.5 miles of their zoned school or who live less than .5 miles off the approved route to be transported at State expense. State law also requires school buses to stop no more often than every .2 of a mile. Exceptions to these requirements are made for special needs students, half-day kindergarten students transported mid-day, and students that are subject, when walking these above distances, to a highway hazards. The designation of highway hazard is the responsibility of the district but must relate to highway or rail traffic. There is never enough State Hazard funding to respond to all needs, therefore, most district are forced to prioritize and exclude service to some students.

Driver Certification and Licensure -- This process requires two different processes, tests and licenses or certifications, therefore, it usually takes a driver a minimum of three weeks to complete the process.

District's Use of State School Buses For Expanded Pupil Transportation Services -- A number of non-state funded student transportation programs are operated by districts during and after the school day, and on weekends. These services are usually delivered using State school buses. Several districts permit State school buses 100% of the time to operate special transportation programs. The Greenville County School District is the only district that owns its own fleet to deliver special services. This fleet of 9 buses is supplemented by 100% permitted State school buses.

District Use of District Owned School Buses -- In addition to the regular route buses operated by the Greenville County School District, most districts own activity buses. Districts use these buses for athletic and other extra-curricula programs. They are not typically used for route services.

6. Driver Salary Schedule Guideline

See Attachment #6

7. State Appropriations are Final, no additional funds are available, funds can be reduced by the General Assembly during the fiscal year.

State School Transportation Statutes and Regulations

1. **Pupil Transportation Statutes and Regulations** *See Attachment #7*
2. **State Fuel Tax Exemption Statute (*not in Attachment #7*)**
 “Section 12-27-270. Exemption of Gasoline used in State-owned school buses and other pupil transportation vehicles. -- Gasoline purchased for and used in State-owned school buses and in State-owned administrative and service vehicles used in the pupil transportation program shall be exempt from State gasoline taxes. The State Board of Education, together with the State Highway Department, and the Tax Commission, shall determine the method and procedure for the administration of this section.”

School District 1997 Schedule

1. **Summary of School District Calendars** *See Attachment #8*

Table 1
Miscellaneous Data By School District

Page 1 of 2

School District	SDE Service		Number Of Schools In District					Total Routes Operated	Assigned Regular Route Buses	Special Needs Buses			Student Riders	
	Shop Maintenance Coverage	Area Staff Service	Elementary & Primary	Middle & Jr. High	Vocational & Other	High Schools	Total			Number	Number W/Lifts	Number W/chair Positions	Regular Route	Special Needs
Abbeville	Abbeville	Area I	5	1	1	3	10	96	33	2	2	4	1615	25
Aiken	Note #1	Area IV	19	10	1	7	37	559	163	20	17	42	11808	288
Allendale	Brunson	Area IV	3	1	0	1	5	68	25	3	2	4	1728	67
Anderson #1	Anderson	Area I	8	3	1	2	14	151	38	6	5	12	2773	94
Anderson #2	Anderson	Area I	4	2	0	1	7	70	19	4	4	7	1115	50
Anderson #3	Abbeville	Area I	2	1	0	1	4	82	26	3	2	4	1667	26
Anderson #4	Anderson	Area I	3	2	0	1	6	65	21	3	2	4	1360	37
Anderson #5	Anderson	Area I	10	3	0	2	15	257	62	16	13	26	5129	204
Bamberg #1	Blackville	Area IV	3	1	0	1	5	41	15	2	1	2	838	29
Bamberg #2	Blackville	Area IV	2	1	0	1	4	62	15	2	1	2	1031	20
Barnwell #19	Blackville	Area IV	1	1	1	1	4	31	9	1	1	2	606	11
Barnwell #29	Blackville	Area IV	1	1	0	1	3	33	9	1	1	2	497	7
Barnwell #45	Blackville	Area IV	1	1	0	1	3	74	22	2	1	2	1367	23
Beaufort	Beaufort	Area IV	13	3	2	3	21	438	102	15	10	20	9824	268
Berkeley	Note #1	Area III	19	9	2	6	36	693	177	25	21	49	16475	387
Calhoun	Calhoun	Area IV	3	1	0	1	5	73	27	4	3	8	1679	29
Charleston	Note #1	Area III	44	16	0	12	72	803	222	77	52	133	22013	886
Cherokee	Cherokee	Area I	14	2	1	2	19	208	42	8	6	12	4154	84
Chester	Chester	Area I	4	2	1	3	10	162	53	6	7	16	3787	85
Chesterfield	Chesterfield	Area II	8	3	0	4	15	210	77	8	7	14	4573	79
Clarendon #1	Clarendon	Area III	2	1	0	1	4	40	17	2	2	5	1317	10
Clarendon #2	Clarendon	Area III	3	1	1	1	6	82	33	3	3	6	2295	33
Clarendon #3	Clarendon	Area III	1	1	0	1	3	36	16	1	1	4	865	15
Colleton	Note #1	Area IV	9	3	1	2	15	258	87	13	5	10	4962	190
Darlington	Darlington	Area II	15	3	0	4	22	291	89	19	15	39	5472	286
Dillon #1	Latta	Area II	1	1	0	1	3	35	12	2	1	2	698	15
Dillon #2	Latta	Area II	4	1	1	1	7	94	21	4	3	9	2048	47
Dillon #3	Latta	Area II	1	1	0	1	3	22	11	1	1	2	610	9
Dorchester #2	Summerville	Area IV	10	3	0	2	15	560	106	15	15	34	11179	192
Dorchester #4	Dorchester	Area IV	3	1	1	2	7	88	36	3	3	6	2023	31
Edgefield	Johnston	Area IV	4	2	1	1	8	141	41	3	1	2	2800	77
Fairfield	Fairfield	Area II	5	1	1	1	8	75	39	3	3	6	3048	65
Florence #1	Florence	Area II	13	3	1	3	20	454	63	17	15	34	6521	321
Florence #2	Florence	Area II	1	1	0	1	3	40	13	2	1	2	851	4
Florence #3	Williamsburg	Area III	6	1	0	1	8	70	37	4	3	6	2649	53
Florence #4	Florence	Area II	1	1	0	1	3	84	11	2	1	2	756	18
Florence #5	Florence	Area II	1	1	0	1	3	48	10	1	1	2	817	12
Georgetown	Georgetown	Area III	9	3	0	5	17	180	85	9	8	16	6951	102
Greenville	Note #1	Area I	55	16	7	14	92	1,119	201	87	59	138	38036	1030
Greenwood #50	Greenwood	Area I	9	3	1	2	15	287	52	9	9	18	3874	174
Greenwood #51	Greenwood	Area I	2	0	0	1	3	32	10	1	1	2	419	11
Greenwood #52	Greenwood	Area I	1	1	0	1	3	44	9	1	1	2	474	8
Hampton #1	Brunson	Area IV	5	1	0	1	7	64	24	2	1	2	1665	26
Hampton #2	Brunson	Area IV	1	1	0	1	3	58	20	2	1	2	1142	22
Horry	Horry	Area III	21	7	3	7	38	360	229	25	19	47	17032	326
Jasper	Beaufort	Area IV	2	1	0	1	4	137	43	5	3	7	2874	35
Kershaw	Kershaw	Area II	10	2	1	4	17	236	76	10	7	17	4580	173
Lancaster	Lancaster	Area II	9	4	1	4	18	291	70	8	7	14	6010	128
Laurens #55	Laurens	Area I	7	1	0	1	9	67	44	7	5	10	2916	90
Laurens #56	Laurens	Area I	4	2	0	1	7	38	25	4	3	6	1702	71
Lee	Lee	Area II	3	2	1	2	8	132	44	4	2	4	2684	57
Lexington #1	Lexington	Area IV	9	3	1	3	16	318	91	17	13	32	7308	188
Lexington #2	Lexington	Area IV	9	4	0	2	15	156	47	14	11	24	3937	202
Lexington #3	Johnston	Area IV	2	1	0	1	4	73	19	1	1	2	1379	17
Lexington #4	Calhoun	Area IV	2	1	0	1	4	63	21	2	2	4	1303	23
Lexington #5	Note #1	Area II	8	3	0	3	14	183	55	11	9	21	5107	137

Note #1s

Aiken is served by Aiken and Johnston Shops

Berkeley is served by Berkeley and Summerville Shops

Charleston is served by Charleston, Summerville, Georgetown and Colleton Shops.

Colleton is served by Colleton and Brunson Shops

Greenville is served by Greenville and Taylors Shops

Lexington #5 is served by Newberry and Fairfield Shops

Richland #1 is served by Richland and Lower Richland Shops

Williamsburg is served by Williamsburg and Clarendon Shops

York #3 is served by York and Chester Shops

Table 1
Miscellaneous Data By School District

Page 2 of 2

School District	SDE Service		Number Of Schools In District					Total Routes Operated	Assigned Regular Route Buses	Special Needs Buses			Student Riders	
	Shop Maintenance Coverage	Area Staff Service	Elementary & Primary	Middle & Jr. High	Vocational & Other	High Schools	Total			Number	Number W/Lifts	Number W/chair Positions	Regular Route	Special Needs
McCormick	Abbeville	Area I	1	1	0	1	3	49	21	2	2	4	946	16
Marion #1	Latta	Area II	2	1	1	1	5	102	19	3	2	6	2021	44
Marion #2	Latta	Area II	3	1	0	1	5	78	17	2	1	3	1457	51
Marion #3	Latta	Area II	1	0	0	1	2	24	8	1	1	2	545	0
Marion #4	Latta	Area II	1	0	0	1	2	22	5	0	0	0	357	0
Marlboro	Marlboro	Area II	6	1	0	1	8	92	51	6	5	12	4154	88
Newberry	Newberry	Area I	10	2	1	3	16	167	58	7	5	10	3110	124
Oconee	Oconee	Area I	10	5	1	4	20	193	77	11	12	24	4393	151
Orangeburg #1	Orangeburg	Area IV	0	0	0	1	1	34	13	1	1	2	616	10
Orangeburg #2	Orangeburg	Area IV	1	0	0	1	2	30	11	1	1	2	633	7
Orangeburg #3	Dorchester	Area IV	3	1	0	1	5	104	45	2	2	5	3016	24
Orangeburg #4	Orangeburg	Area IV	2	1	1	1	5	72	30	2	2	4	1615	17
Orangeburg #5	Orangeburg	Area IV	6	3	1	1	11	238	40	11	7	2	2551	142
Orangeburg #6	Calhoun	Area IV	1	0	0	1	2	18	9	2	2	6	464	8
Orangeburg #7	Calhoun	Area IV	1	0	0	1	2	31	12	1	1	2	833	12
Orangeburg #8	Orangeburg	Area IV	1	0	0	1	2	20	6	1	1	2	219	6
Pickens	Pickens	Area I	15	5	1	4	25	356	82	15	13	27	9518	259
Richland #1	Note #1	Area II	30	8	4	7	49	634	135	45	32	93	13405	757
Richland #2	Richland	Area II	10	4	0	3	17	286	62	10	9	24	7452	216
Saluda	Johnston	Area IV	2	1	0	1	4	85	22	2	1	2	1249	0
Spartanburg #1	Spartanburg	Area I	5	2	1	2	10	66	24	2	2	4	1277	27
Spartanburg #2	Converse	Area I	6	3	0	2	11	79	36	2	1	2	4381	17
Spartanburg #3	Cherokee	Area I	4	2	0	1	7	79	19	3	2	4	1444	46
Spartanburg #4	Union	Area I	2	1	0	1	4	42	19	1	1	2	1067	4
Spartanburg #5	Spartanburg	Area I	6	1	0	1	8	69	22	1	1	2	1593	7
Spartanburg #6	Spartanburg	Area I	8	3	1	1	13	112	33	4	3	6	2625	60
Spartanburg #7	Converse	Area I	9	3	2	1	15	184	36	38	34	73	3752	456
Sumter #2	Sumter	Area II	11	4	0	2	17	358	34	9	7	14	6516	124
Sumter #17	Sumter	Area II	7	2	1	1	11	204	101	10	6	13	4055	176
Union	Union	Area I	5	2	0	3	10	81	36	8	8	16	2711	126
Williamsburg	Williamsburg	Area III	8	2	1	3	14	151	88	7	6	12	5115	73
York #1	York	Area I	4	1	1	1	7	136	40	5	3	9	2551	68
York #2	York	Area I	4	2	0	1	7	100	28	3	3	9	2103	29
York #3	Note #1	Area I	14	3	1	2	20	426	68	13	11	32	6365	154
York #4	Lancaster	Area II	3	1	0	1	5	79	18	2	2	4	2083	26
Total			617	212	50	193	1,072	15,233	4,289	755	584	1,338	358,535	10,222
Total All Route Buses									5,044					

Note #1s Aiken is served by Aiken and Johnston Shops Lexington #5 is served by Newberry and Fairfield Shops
 Berkeley is served by Berkeley and Summerville Shops Richland #1 is served by Richland and Lower Richland Shops
 Charleston is served by Charleston, Summerville, Georgetown and Colleton Shops.
 Colleton is served by Colleton and Brunson Shops Williamsburg is served by Williamsburg and Clarendon Shops
 Greenville is served by Greenville and Taylors Shops York #3 is served by York and Chester Shops

Table 2
South Carolina Department of Education, Transportation
FY 95-96
Route and Spare Buses Sorted by Capacity

	Rated Passenger Capacity							
	Lift Equipped		Non-Lift Equipped					
Shop	16-19	35	19-36	54	60	66	72-78	Totals
Abbeville	5	3	2	35	25	0	30	101
Anderson	19	8	5	17	63	18	60	195
Cherokee	4	4	3	21	35	0	35	115
Chester	5	2	0	53	21	0	51	124
Converse	24	13	6	0	32	3	28	123
Greenville	17	9	22	0	64	4	43	181
Greenwood	9	3	1	7	49	0	32	102
Laurens	5	4	3	9	36	5	28	92
Newberry	4	2	2	12	45	0	32	94
Oconee	8	4	3	60	0	0	37	117
Pickens	10	4	3	51	16	0	39	130
Spartanburg	5	2	2	7	43	0	34	110
Taylors	9	13	27	0	81	5	53	205
Union	8	2	0	11	32	0	30	93
York	14	5	7	0	47	28	40	147
Total Area I	146	78	86	283	589	63	572	1930
Chesterfield	4	2	4	27	44	1	35	98
Darlington	15	5	6	22	38	0	39	135
Fairfield	10	5	4	1	37	13	34	113
Florence	15	4	6	4	57	0	47	157
Kershaw	6	2	3	2	47	1	32	105
Lancaster	7	3	2	8	56	1	39	134
Latta	6	5	5	20	46	9	46	151
Lee	2	1	2	4	11	0	19	56
Lower Richland	9	6	13	20	67	4	39	151
Marlboro	3	2	3	29	16	2	22	72
Richland	19	8	11	0	55	16	53	188
Sumter	5	7	10	0	71	19	58	180
Total Area II	101	50	69	137	545	66	463	1540
Berkeley	12	6	7	11	60	15	65	202
Charleston	28	21	28	1	85	22	69	254
Clarendon	5	2	0	12	31	3	36	100
Georgetown	4	2	4	9	51	5	40	113
Horry	14	7	7	65	75	10	99	275
Summerville	13	6	4	3	94	20	76	219
Williamsburg	6	3	3	24	48	0	47	135
Total Area III	82	47	53	125	444	75	432	1298
Aiken	10	5	6	4	81	16	65	184
Beaufort	7	7	10	3	82	17	61	201
Blackville	3	3	4	16	29	1	32	86
Brunson	3	3	2	4	50	0	33	110
Calhoun	10	1	1	7	37	4	28	80
Colleton	6	3	8	2	67	2	42	124
Dorchester	4	2	2	7	48	3	39	106
Johnston	4	2	4	46	23	4	43	125
Lexington	16	6	10	0	79	16	62	201
Orangeburg	10	4	3	16	45	4	38	117
Total Area IV	73	36	50	105	541	67	443	1334
Total All	402	211	258	650	2119	271	1910	6102

TABLE 3
SOUTH CAROLINA DEPARTMENT OF EDUCATION
Pupil Transportation Fleet Mileage By Year Model
Route and Spare Buses -- Estimated Mileages as of July 1997

Mileage	More Than Ten Years Old												Vehicles Over 10 Years Old														
	1981		1982		1983		1984		1985		1986		1987		1988 Diesel	1989 Diesel	1990 Diesel	1991 Diesel	1992 Diesel	1993 Gas	1994 Diesel	1995 Diesel	1996 Diesel	Totals	Number of Buses	Percent Of Total Fleet	
	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel	Gas	Diesel															
Less Than - 70,000 70,000 - 90,000 90,000 - 100,000 Below Is Greater Than 100,000 Miles			1							10	11	17	6			15		5	2	29	2,002	109	2,168	0	0.00%		
			3					7		23	20	25	81			39		6	1	16			158	46	0.76%		
								10	1							37		2		1			203	82	1.36%		
100,000 - 110,000	8	1			1	23	2		36	20	45	110			31		5							283	136	2.26%	
110,000 - 120,000	15	6	1		2	23	3		66	59	36	109			45		2							367	211	3.50%	
120,000 - 130,000	29	31	3		5	30	9		70	56	61	124			39									457	294	4.88%	
130,000 - 140,000	45	24	5		3	41	13		73	45	52	122			32									455	301	5.00%	
140,000 - 150,000	48	35	6		6	33	18		83	53	43	109			19		4							457	325	5.39%	
150,000 - 160,000	51	32	1		5	20	19		87	57	37	96			8									413	309	5.13%	
160,000 - 170,000	59	27	5		2	14	11		65	42	21	63			7		1							317	246	4.08%	
170,000 - 180,000		28	1			16	5		49	38	23	46			6									212	160	2.66%	
180,000 - 190,000		27	2				14		43	23	13	28			2									152	122	2.02%	
190,000 - 210,000		26	2		1		2		46	50	16	32												196	164	2.72%	
210,000 - 230,000		14	1				11		30	20	4	17			1									98	80	1.33%	
230,000 - 250,000		7					6		10	9	5	5												42	37	0.61%	
250,000 - 280,000		2					12		12	19	2	1												48	47	0.78%	
TOTAL	255	264	27		25	219	145		703	522	400	999	0	281	0	25	3	47	2,002	109	6,026	2,560					
Total Over 100,000 Miles	255	260	27		25	202	144		670	491	358	862	0	190	0	12	0	1	0	0	3,497						
Total Vehicles Over 100,000 Miles or More Than 10 Years Old																									3,625		60.16%

Notes: Base data is July 1996. The projection for FY 1997 is based on buses continuing to operate at the same miles experienced during FY 1996.
FY 1997 is the forecast date, the earliest possible date buses could be manufactured and delivered (June 1997).
*** All 1995 and 1996 buses are rear engine transit style buses, all other fleet vehicles are conventional style school buses.

Table 4
South Carolina Department of Education, Transportation
Support Vehicles Located at Maintenance Facilities
Sorted By Vehicle Type

Shop	Sedans	St. Wagons	Ser. Trucks	Fuel Tankers	Wreckers	Tractors	Total
AREA I							
Abbeville		1	5	3	1	1	11
Anderson		2	8	4	2	1	17
Cherokee		1	4	2	1	1	9
Chester		1	6	2	1	1	11
Converse		1	5	2	1	1	10
Greenville		1	8	3	2	1	15
Greenwood		1	4	2	1	1	9
Laurens	2	1	4	3	1	1	12
Nowberry		1	4	2	1	1	9
Oconee		1	4	2	1	1	9
Pickens		1	5	2	1	1	10
Spartanburg		2	5	3	1	1	12
Taylors		1	8	3	1	1	13
Union		1	4	3	1	1	10
York		1	6	3	1	1	12
Area I Total	2	17	80	39	17	15	170
AREA II							
Chesterfield		1	4	3	1	1	10
Darlington		1	5	3	1	1	11
Fairfield		1	5	3	1	1	11
Florence	1	1	6	3	1	2	14
Kershaw	1	1	5	4	2	1	14
Lancaster		1	5	2	1	1	10
Latta		1	6	2	1	1	11
Lee		1	3	2	1	1	8
Lower Richland		1	6	2	1	1	11
Marlboro		2	3	2	1	1	9
Richland	2	1	7	3	1	1	15
Sumter		1	5	2	1	1	10
Area II Total	4	13	60	31	13	13	134
AREA III							
Berkeley	1		8	3	1	1	14
Charleston		1	11	3	2	1	18
Clarendon		2	5	3	1	1	12
Georgetown	1	1	5	2	1	1	11
Horry		3	10	3	1	1	18
Summerville		1	9	3	1	1	15
Williamsburg	1	1	5	2	1	1	11
Area III Total	3	9	53	19	8	7	99
AREA IV							
Aiken		2	7	4	2	1	16
Beaufort		1	7	5	2	1	16
Blackville		1	4	2	1	1	9
Brunson	1	1	4	2	1	1	10
Calhoun		1	4	2	1	1	9
Colleton		1	5	3	1	1	11
Dorchester	1	1	4	2	1	1	10
Johnston		1	5	2	1	1	10
Lexington		1	8	4	2	1	16
Orangeburg		1	4	3	1	1	10
Area IV Total	2	11	52	29	13	10	117
STATE TOTAL	11	50	245	118	51	45	520

* All vehicles shown above are used to support student transportation and school bus maintenance shop functions.

Table 5
South Carolina Department of Education, Transportation
School Bus Maintenance Facilities and Personnel

Shop	Tech I	Tech II	Tech III	Foreman	Asst. Clerk	Clerk	Supervisor	Total
AREA I								
Abbeville	2	3	0	1	0	1	1	8
Anderson	3	6	0	1	0	1	1	12
Cherokee	2	3	0	1	0	1	1	8
*Chester	2	5	1	1	0	1	1	11
Converse	2	4	0	1	0	1	1	9
Greenville	3	6	0	1	0	1	1	12
Greenwood	2	3	0	1	0	1	1	8
Laurens	2	3	0	1	0	1	1	8
Newberry	2	3	0	1	0	1	1	8
Oconee	2	3	0	1	0	1	1	8
Pickens	2	4	0	1	0	1	1	9
**Spartanburg	2	4	0	1	0	1	1	9
Taylors	3	6	0	1	0	1	1	12
Union	2	3	0	1	0	1	1	8
York	2	5	0	1	0	1	1	10
Area I Total	33	61	1	15	0	15	15	140
AREA II								
Chesterfield	3	3	0	1	0	1	1	9
Darlington	2	4	0	1	0	1	1	9
Fairfield	1	4	0	1	0	1	1	8
Florence	3	4	0	1	0	1	1	10
Kershaw	2	3	0	1	0	1	1	8
Lancaster	2	4	0	1	0	1	1	9
Latta	2	4	0	1	0	1	1	9
Lee	1	2	0	1	0	1	1	6
Lower Richland	3	5	0	1	0	1	1	11
Marlboro	2	2	0	1	0	1	1	7
Richland	3	5	0	1	0	1	1	11
Sumter	3	6	0	1	0	1	1	12
Area II Total	27	46	0	12	0	12	12	109
AREA III								
Berkeley	3	6	0	1	0	1	1	12
Charleston	6	9	1	1	1	2	1	21
Clarendon	2	3	0	1	0	1	1	8
Georgetown	1	4	0	1	0	1	1	8
Horry	5	8	1	1	1	2	1	19
Summerville	4	7	1	1	1	2	1	17
Williamsburg	2	4	0	1	0	1	1	9
Area III Total	23	41	3	7	3	10	7	94
AREA IV								
Aiken	3	6	0	1	0	1	1	12
Beaufort	3	6	0	1	0	1	1	12
Blackville	2	3	0	1	0	1	1	8
Brunson	2	3	0	1	0	1	1	8
Calhoun	2	3	0	1	0	1	1	8
***Colleton	2	6	0	1	0	1	1	11
Dorchester	2	3	0	1	0	1	1	8
Johnston	3	4	0	1	0	1	1	10
Lexington	4	6	0	1	0	1	1	13
Orangeburg	2	3	0	1	0	1	1	8
Area IV Total	25	43	0	10	0	10	10	98
Central Rebuild	0	2	6	0	0	1	1	10
STATE TOTAL	108	193	10	44	3	48	45	451

*Chester- Includes 1, Tech II and 1, Tech III position for Body Shop.

**Spartanburg - Includes 1, Tech II that performs work at multiple shops in the upstate region.

***Colleton - Includes 2, Tech II positions for Body Shop.

**South Carolina Department of Education, Transportation
Bus Only**

Maintenance Cost Per Mile FY 95-96

Year Model	Type	Total Miles	Total		Total		Total		Total Battery Cost	Total		Avg. Cost Per Mile	
			Parts Cost	New Tire Cost	Recap Tire Cost	Total	Maint. Cost	Maintenance					
77	Ford, Gas	1,083	\$ 40.62	\$ 13.70	\$ -	\$ 407.97	\$ 54.32	\$ 0.05016					
78	IH, Gas	233,577	\$ 4,768.87	\$ 1,959.42	\$ 2,211.53	\$ 9,347.79	\$ 9,347.79	\$ 0.04002					
79	IH, Gas	534,617	\$ 15,326.34	\$ 3,077.09	\$ 5,701.49	\$ 875.66	\$ 24,980.58	\$ 0.04673					
80	GMC, Gas	967,012	\$ 21,596.37	\$ 5,582.96	\$ 5,113.20	\$ 1,835.17	\$ 34,127.70	\$ 0.03529					
81	IH, Gas	2,191,289	\$ 86,033.01	\$ 26,789.77	\$ 14,622.90	\$ 2,863.09	\$ 130,308.77	\$ 0.05947					
82	IH, Diesel	280,060	\$ 23,224.37	\$ 2,667.98	\$ 3,292.86	\$ 393.90	\$ 29,579.11	\$ 0.10562					
82	IH, Gas	1,339,593	\$ 54,951.73	\$ 13,552.42	\$ 7,599.21	\$ 2,007.59	\$ 78,110.95	\$ 0.05831					
83	IH, Diesel	236,730	\$ 24,166.11	\$ 4,416.82	\$ 725.46	\$ 172.20	\$ 29,480.59	\$ 0.12453					
83	GMC, Gas	602,478	\$ 9,624.49	\$ 3,889.80	\$ 3,661.78	\$ 744.64	\$ 17,920.71	\$ 0.02975					
84	Ford, Diesel	695,395	\$ 53,843.41	\$ 20,366.04	\$ 8,439.65	\$ 2,469.96	\$ 85,119.06	\$ 0.12240					
84	Ford, Gas	1,243,120	\$ 78,630.84	\$ 17,945.18	\$ 11,160.41	\$ 3,208.11	\$ 110,944.54	\$ 0.08925					
84	Nav, Diesel	956,945	\$ 55,457.59	\$ 14,308.48	\$ 7,811.14	\$ 3,213.84	\$ 80,791.05	\$ 0.08443					
85	Ford, Diesel	5,226,715	\$ 434,913.90	\$ 96,182.75	\$ 51,919.49	\$ 14,677.78	\$ 597,693.92	\$ 0.11435					
85	Nav, Diesel	1,877,364	\$ 116,069.82	\$ 30,299.59	\$ 11,033.16	\$ 4,526.97	\$ 161,929.54	\$ 0.08625					
86	Ford, Diesel	355,184	\$ 16,771.19	\$ 5,627.45	\$ 1,671.86	\$ 337.81	\$ 24,408.31	\$ 0.06872					
86	Nav, Diesel	5,860,556	\$ 359,492.27	\$ 81,376.23	\$ 42,476.93	\$ 12,428.68	\$ 495,774.11	\$ 0.08460					
87	Nav, Diesel	4,835,205	\$ 301,153.74	\$ 69,887.95	\$ 36,363.59	\$ 13,988.36	\$ 421,393.64	\$ 0.08715					
88	Nav, Diesel	13,500,454	\$ 615,735.45	\$ 199,523.44	\$ 174,178.46	\$ 32,102.79	\$ 1,021,540.14	\$ 0.07567					
89	Ford, Diesel	47,953	\$ 224.07	\$ -	\$ -	\$ -	\$ 224.07	\$ 0.00467					
90	B/B, Diesel	68,477	\$ 2,585.89	\$ 2,013.50	\$ 436.12	\$ 394.08	\$ 5,429.59	\$ 0.07929					
90	Ford, Diesel	81,718	\$ 603.18	\$ -	\$ 0	\$ 180.39	\$ 783.57	\$ 0.00959					
90	Nav, Diesel	3,832,087	\$ 135,762.89	\$ 59,238.48	\$ 54,992.85	\$ 6,345.49	\$ 256,339.71	\$ 0.06689					
90	Tho, Diesel	61,310	\$ 2,367.66	\$ 1,910.10	\$ 374.52	\$ 283.14	\$ 4,935.42	\$ 0.08050					
92	Nav, Diesel	477,802	\$ 7,435.09	\$ 5,986.65	\$ 5,147.99	\$ 215.96	\$ 18,785.69	\$ 0.03932					
93	Chev, Gas	51,246	\$ 928.04	\$ 647.19	\$ -	\$ -	\$ 1,575.23	\$ 0.03074					
94	Nav, Diosel	942,713	\$ 7,716.23	\$ 12,829.84	\$ 11,481.81	\$ 86.10	\$ 32,113.98	\$ 0.03407					
95	Tho, Diesel	24,364,655	\$ 181,421.64	\$ 63,421.07	\$ 27,295.14	\$ 6,491.88	\$ 278,629.73	\$ 0.01144					
Totals		70,865,338	\$ 2,610,844.81	\$ 743,513.90	\$ 487,711.55	\$ 110,251.56	\$ 3,952,321.82	\$ 0.05577					
Avg Cost Per Mile by Category			\$ 0.03684	\$ 0.01049	\$ 0.00688	\$ 0.00156	\$ 0.05577						
** This table represents actual parts usage for the maintenance of school buses.													

**** This table represents actual parts usage for the maintenance of school buses.**

Ti

*** This table represents the actual fuel oil and other motor vehicle fluids usage for the operation of school buses.

Table 8
South Carolina Department of Education, Transportation
Fy 95-96
Bus Shop Expenditure Summary

Category	Expenditures	Average Cost Per Bus Mile
Employee Salary	\$ 9,087,797.42	\$ 0.12824
Employee Fringe (est.)	\$ 2,491,000.00	\$ 0.03515
Employee Worker's Comp (est.)	\$ 246,422.00	\$ 0.00348
Employee Torte (est.)	\$ 51,140.00	\$ 0.00072
Contract Employees	\$ 39,219.59	\$ 0.00055
Vehicle Insurance	\$ 3,013,968.46	\$ 0.04253
Service Vehicle Maint/Operation	\$ 338,917.14	\$ 0.00478
Facility Lights, Power, Phone, Etc....	\$ 425,890.46	\$ 0.00601
Building Renovations	\$ 112,569.00	\$ 0.00159
UST and Environmental Compliance	\$ 163,229.28	\$ 0.00230
Shop Supplies	\$ 136,244.51	\$ 0.00192
Computers and Programs	\$ 47,885.92	\$ 0.00068
Hshld, Jani, Laun & Security	\$ 125,042.52	\$ 0.00176
Inventory Additions	\$ 37,346.00	\$ 0.00053
Miscellaneous	\$ 386,945.27	\$ 0.00546
Bus Outsourced Repairs	\$ 287,962.28	\$ 0.00406
Bus Parts	\$ 2,610,844.81	\$ 0.03684
Bus Tires, New	\$ 743,513.90	\$ 0.01049
Bus Tires, Recap	\$ 487,711.55	\$ 0.00688
Bus Batteries	\$ 110,251.56	\$ 0.00156
Bus Fuel	\$ 6,359,302.79	\$ 0.08974
Bus Oil	\$ 277,307.08	\$ 0.00391
Bus, Grease	\$ 5,254.19	\$ 0.00007
Bus, Fluids	\$ 98,055.69	\$ 0.00138
Bus Safety Updates	\$ 116,242.00	\$ 0.00164
Total	\$ 27,800,063.42	\$ 0.39229
School Bus Mileages for FY 95-96		70,865,338
Service Vehicle Mileages for FY 95-96		3,280,447
Total Mileages All Vehicles for FY 95-96		74,145,785

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TABLE 9
SCHOOL BUS DRIVERS SALARY REPORT
School Year 1996-97

File: F97DRSLP

School District	County & Dist. Codes	DR. SAL. GENERAL FUND	DR. SAL. EIA FUND	FY97 DR. SAL. TOTAL
ABBEVILLE	160	\$181,800.37	\$2,694.83	\$184,495.20
AIKEN	201	\$1,089,346.08	\$16,147.40	\$1,105,493.48
ALLENDALE	301	\$228,259.48	\$3,383.49	\$231,642.97
ANDERSON 1	401	\$430,587.38	\$6,382.61	\$436,969.99
ANDERSON 2	402	\$161,892.89	\$2,399.74	\$164,292.63
ANDERSON 3	403	\$152,021.37	\$2,253.42	\$154,274.78
ANDERSON 4	404	\$154,350.53	\$2,287.94	\$156,638.47
ANDERSON 5	405	\$531,082.13	\$7,872.24	\$538,954.37
BAMBERG 1	501	\$101,124.32	\$1,498.97	\$102,623.29
BAMBERG 2	502	\$88,123.61	\$1,306.26	\$89,429.87
BARNWELL 19	619	\$63,993.33	\$948.57	\$64,941.91
BARNWELL 29	629	\$56,884.17	\$843.20	\$57,727.37
BARNWELL 45	645	\$129,168.12	\$1,914.66	\$131,082.78
BEAUFORT	701	\$666,445.96	\$9,878.74	\$676,324.71
BERKELEY	801	\$1,592,605.62	\$23,607.22	\$1,616,212.84
CALHOUN	801	\$171,759.24	\$2,545.99	\$174,305.23
CHARLESTON	1001	\$2,054,868.28	\$30,459.35	\$2,085,327.63
CHEROKEE	1101	\$375,923.74	\$5,572.33	\$381,496.07
CHESTER	1201	\$436,612.32	\$6,471.91	\$443,084.23
CHESTERFIELD	1301	\$376,648.52	\$5,583.07	\$382,231.58
CLARENDON 1	1401	\$94,035.82	\$1,393.89	\$95,429.72
CLARENDON 2	1402	\$181,486.10	\$2,690.17	\$184,176.27
CLARENDON 3	1402	\$79,016.34	\$1,171.26	\$80,187.60
COLLETON	1501	\$606,036.84	\$8,983.30	\$615,020.14
DARLINGTON	1601	\$891,496.80	\$13,214.67	\$904,711.47
DILLON 1	1701	\$95,804.76	\$1,420.12	\$97,224.87
DILLON 2	1702	\$201,926.86	\$2,993.17	\$204,920.03
DILLON 3	1703	\$76,600.71	\$1,135.45	\$77,736.17
DORCHESTER 2	1802	\$901,474.43	\$13,362.57	\$914,837.00

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TABLE 9 (continued)
SCHOOL BUS DRIVERS SALARY REPORT
School Year 1996-97

File: F97DRSLP

School District	County & Dist. Codes	DR. SAL. GENERAL FUND	DR. SAL. EIA FUND	FY97 DR. SAL. TOTAL
DORCHESTER 4	1804	\$225,811.43	\$3,347.21	\$229,158.64
EDGEFIELD	1901	\$247,393.92	\$3,667.13	\$251,061.05
FAIRFIELD	2001	\$266,613.14	\$3,952.01	\$270,565.16
FLORENCE 1	2101	\$568,078.96	\$8,420.65	\$576,499.60
FLORENCE 2	2102	\$73,611.43	\$1,091.14	\$74,702.58
FLORENCE 3	2103	\$277,046.28	\$4,106.66	\$281,152.94
FLORENCE 4	2103	\$77,158.06	\$1,143.72	\$78,301.77
FLORENCE 5	2105	\$70,422.95	\$1,043.88	\$71,466.83
GEORGETOWN	2201	\$662,123.48	\$9,814.67	\$671,938.15
GREENVILLE	2301	\$1,981,352.70	\$29,369.63	\$2,010,722.33
GREENWOOD 50	2450	\$342,892.11	\$5,082.70	\$347,974.80
GREENWOOD 51	2451	\$50,990.21	\$755.83	\$51,746.04
GREENWOOD 52	2451	\$45,229.17	\$670.43	\$45,899.60
HAMPTON 1	2501	\$203,500.58	\$3,016.49	\$206,517.07
HAMPTON 2	2502	\$147,680.86	\$2,189.08	\$149,869.93
HORRY	2601	\$1,179,343.22	\$17,481.43	\$1,196,824.65
JASPER	2701	\$272,442.34	\$4,038.42	\$276,480.76
KERSHAW	2801	\$517,269.47	\$7,667.50	\$524,936.97
LANCASTER	2901	\$665,893.51	\$9,870.55	\$675,764.07
LAURENS 55	3055	\$389,036.26	\$5,766.69	\$394,802.95
LAURENS 56	3056	\$158,096.32	\$2,343.46	\$160,439.79
LEE	3101	\$316,489.26	\$4,691.33	\$321,180.59
LEXINGTON 1	3201	\$1,086,207.00	\$16,100.87	\$1,102,307.86
LEXINGTON 2	3202	\$439,684.31	\$6,517.45	\$446,201.76
LEXINGTON 3	3203	\$140,894.12	\$2,088.48	\$142,982.60
LEXINGTON 4	3204	\$149,850.35	\$2,221.23	\$152,071.59
LEXINGTON 5	3205	\$518,827.17	\$7,690.59	\$526,517.75
MCCORMICK	3301	\$109,991.39	\$1,630.40	\$111,621.79
MARION 1	3401	\$171,551.95	\$2,542.92	\$174,094.87

TABLE 9 (continued)

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9/6/96**SCHOOL BUS DRIVERS SALARY REPORT**
School Year 1996-97

File: F97DRSLP

School District	County & Dist. Codes	DR. SAL. GENERAL FUND	DR. SAL. EIA FUND	FY97 DR. SAL. TOTAL
MARION 2	3402	\$188,086.87	\$2,788.02	\$190,874.88
MARION 3	3403	\$52,053.82	\$771.59	\$52,825.42
MARION 4	3404	\$31,152.71	\$461.78	\$31,614.49
MARLBORO	3501	\$291,869.95	\$4,326.39	\$296,196.34
NEWBERRY	3601	\$400,981.09	\$5,943.75	\$406,924.84
OCONEE	3701	\$632,600.36	\$9,377.05	\$641,977.41
ORANGEBURG 1	3801	\$86,824.86	\$1,287.01	\$88,111.87
ORANGEBURG 2	3802	\$42,641.26	\$632.07	\$43,273.34
ORANGEBURG 3	3803	\$381,137.39	\$5,649.61	\$386,787.00
ORANGEBURG 4	3804	\$149,100.38	\$2,210.12	\$151,310.50
ORANGEBURG 5	3805	\$221,502.11	\$3,283.33	\$224,785.44
ORANGEBURG 6	3806	\$43,825.62	\$649.63	\$44,475.25
ORANGEBURG 7	3807	\$78,351.19	\$1,161.40	\$79,512.59
ORANGEBURG 8	3808	\$28,477.09	\$422.12	\$28,899.20
PICKENS	3901	\$904,399.54	\$13,405.93	\$917,805.47
RICHLAND 1	4001	\$1,346,254.97	\$19,955.56	\$1,366,210.54
RICHLAND 2	4002	\$652,055.19	\$9,665.43	\$661,720.61
SALUDA	4101	\$180,110.27	\$2,669.78	\$182,780.05
SPARTANBURG 1	4201	\$147,430.09	\$2,185.36	\$149,615.45
SPART'B 2-CON	4202	\$304,181.23	\$4,508.88	\$308,690.12
SPART'B 3	4203	\$136,136.80	\$2,017.96	\$138,154.76
SPART'B 4	4204	\$106,713.30	\$1,581.81	\$108,295.11
SPART'B 5	4205	\$113,674.80	\$1,685.00	\$115,359.81
SPART'B 6	4206	\$224,485.96	\$3,327.56	\$227,813.52
SPART'B 7	4207	\$473,476.30	\$7,018.35	\$480,494.65
SPART'B 8	4302	\$637,093.84	\$9,443.65	\$646,537.50
SPART'B 17	4317	\$223,953.31	\$3,319.66	\$227,272.98
UNION	4401	\$245,063.22	\$3,632.58	\$248,695.80
WILLIAMSBURG	4501	\$414,177.39	\$6,139.36	\$420,316.75

10:31 AM
9/6/96

TABLE 9 (continued)
SCHOOL BUS DRIVERS SALARY REPORT
School Year 1996-97

File: F97DRSLP

School District	County & Dist. Codes	DR. SAL. GENERAL FUND	DR. SAL. EIA FUND	FY97 DR. SAL. TOTAL
YORK 1	4601	\$296,652.73	\$4,397.29	\$301,050.02
YORK 2	4602	\$162,916.35	\$2,414.91	\$165,331.27
YORK 3	4603	\$670,898.28	\$9,944.74	\$680,843.02
YORK 4	4604	\$156,933.62	\$2,326.23	\$159,259.85
TOTALS		\$33,552,070.00	\$497,343.00	\$34,049,413.00

11:34 AM9/4/96

HAZARDOUS TRANSPORTATION ALLOCATION 1996-1997

SCHOOL DISTRICTS	County & Dist. Codes	HAZ. AREA MILEAGE FUNDS	TOTAL HAZARDOUS DRIVER SALARY
ABBEVILLE	160	\$1,808.27	\$2,579.38
AIKEN	201	\$11,511.77	\$16,420.81
ALLENDALE	301	\$1,039.20	\$1,482.35
ANDERSON 1	401	\$3,182.96	\$4,540.29
ANDERSON 2	402	\$1,644.76	\$2,346.15
ANDERSON 3	403	\$1,115.91	\$1,591.77
ANDERSON 4	404	\$1,129.24	\$1,610.79
ANDERSON 5	405	\$5,068.70	\$7,230.18
BAMBERG 1	501	\$894.14	\$1,275.44
BAMBERG 2	502	\$583.29	\$832.03
BARNWELL 19	619	\$570.80	\$814.20
BARNWELL 29	629	\$468.32	\$668.02
BARNWELL 45	645	\$1,291.07	\$1,841.63
BEAUFORT	701	\$6,659.98	\$9,500.04
BERKELEY	801	\$12,285.96	\$17,525.15
CALHOUN	801	\$998.80	\$1,424.73
CHARLESTON	1001	\$20,340.26	\$29,014.10
CHEROKEE	1101	\$3,948.49	\$5,632.27
CHESTER	1201	\$3,060.13	\$4,365.09
CHESTERFIELD	1301	\$3,731.90	\$5,323.32
CLARENDON 1	1401	\$610.18	\$870.39
CLARENDON 2	1402	\$1,731.88	\$2,470.42
CLARENDON 3	1402	\$561.96	\$801.60
COLLETON	1501	\$3,266.96	\$4,660.11
DARLINGTON	1601	\$5,109.91	\$7,288.97
DILLON 1	1701	\$468.81	\$668.73
DILLON 2	1702	\$1,855.73	\$2,647.07
DILLON 3	1703	\$691.42	\$986.27
DORCHESTER 2	1802	\$7,194.47	\$10,262.46
DORCHESTER 4	1804	\$1,152.84	\$1,644.45
EDGEFIELD	1901	\$1,916.81	\$2,734.21
FAIRFIELD	2001	\$1,715.23	\$2,446.67
FLORENCE 1	2101	\$6,884.29	\$9,820.00
FLORENCE 2	2102	\$556.92	\$794.41
FLORENCE 3	2103	\$2,113.50	\$3,014.78

**HAZARDOUS TRANSPORTATION
ALLOCATION 1996-1997**

SCHOOL DISTRICTS	County & Dist. Codes	HAZ. AREA MILEAGE FUNDS	TOTAL HAZARDOUS DRIVER SALARY
FLORENCE 4	2103	\$612.45	\$873.61
FLORENCE 5	2105	\$666.19	\$950.28
GEORGETOWN	2201	\$5,051.77	\$7,206.03
GREENVILLE	2301	\$25,772.17	\$36,762.37
GREENWOOD 50	2450	\$4,082.64	\$5,823.63
GREENWOOD 51	2451	\$567.53	\$809.55
GREENWOOD 52	2451	\$742.86	\$1,059.65
HAMPTON 1	2501	\$1,308.59	\$1,866.62
HAMPTON 2	2502	\$718.66	\$1,025.13
HORRY	2601	\$11,990.03	\$17,103.03
JASPER	2701	\$1,412.59	\$2,014.97
KERSHAW	2801	\$4,427.14	\$6,315.03
LANCASTER	2901	\$5,049.15	\$7,202.30
LAUREN 55	3055	\$2,617.86	\$3,734.21
LAUREN 56	3056	\$1,633.53	\$2,330.13
LEE	3101	\$1,599.96	\$2,282.24
LEXINGTON 1	3201	\$6,529.14	\$9,313.41
LEXINGTON 2	3202	\$4,381.36	\$6,249.73
LEXINGTON 3	3203	\$1,096.28	\$1,563.78
LEXINGTON 4	3204	\$1,140.25	\$1,626.49
LEXINGTON 5	3205	\$6,266.13	\$8,938.23
McCORMICK	3301	\$637.01	\$908.66
MARION 01	3401	\$1,603.54	\$2,287.35
MARION 02	3402	\$1,230.64	\$1,755.43
MARION 03	3403	\$304.89	\$434.90
MARION 04	3404	\$232.96	\$332.30
MARLBORO	3501	\$2,656.83	\$3,789.80
NEWBERRY	3601	\$2,705.11	\$3,858.67
OCONEE	3701	\$4,698.75	\$6,702.47
ORANGEBURG 1	3801	\$418.03	\$596.30
ORANGEBURG 2	3802	\$424.80	\$605.95
ORANGEBURG 3	3803	\$1,563.78	\$2,230.63
ORANGEBURG 4	3804	\$1,170.75	\$1,670.00
ORANGEBURG 5	3805	\$3,039.71	\$4,335.95
ORANGEBURG 6	3806	\$402.67	\$574.38

**HAZARDOUS TRANSPORTATION
ALLOCATION 1996-1997**

SCHOOL DISTRICTS	County & Dist. Codes	HAZ. AREA MILEAGE FUNDS	TOTAL HAZARDOUS DRIVER SALARY
ORANGEBURG 7	3807	\$449.00	\$640.47
ORANGEBURG 8	3808	\$258.69	\$369.01
PICKEN	3901	\$7,217.63	\$10,295.50
RICHLAND 1	4001	\$12,851.93	\$18,332.47
RICHLAND 2	4002	\$7,073.06	\$10,089.27
SALUDA	4101	\$1,048.75	\$1,495.98
SPARTANBURG 1	4201	\$1,846.24	\$2,633.55
SPARTANBURG 2	4202	\$3,270.61	\$4,665.32
SPARTANBURG 3	4203	\$1,478.57	\$2,109.09
SPARTANBURG 4	4204	\$1,203.08	\$1,716.12
SPARTANBURG 5	4205	\$2,199.36	\$3,137.24
SPARTANBURG 6	4206	\$4,032.63	\$5,752.29
SPARTANBURG 7	4207	\$4,423.99	\$6,310.55
SUMTER 2	4302	\$4,604.69	\$6,568.30
SUMTER 17	4317	\$4,398.83	\$6,274.65
UNION	4401	\$2,494.48	\$3,558.21
WILLIAMSBURG	4501	\$3,246.24	\$4,630.55
YORK 1	4601	\$2,118.23	\$3,021.52
YORK 2	4602	\$1,785.85	\$2,547.41
YORK 3	4603	\$6,317.03	\$9,010.84
YORK 4	4604	\$1,760.58	\$2,511.35
TOTALS 91		\$300,000.10	\$427,931.14

Table 11
Handicapped Contract Transportation Services
Reimbursements FY 1996

Page 1 of 2

SCHOOL DISTRICT	District Approved Reimbursement	Actual State Reimbursement *
AIKEN	4,201.96	2,822.17
ALLENDALE	4,602.80	3,091.39
ANDERSON 1	16,723.65	11,232.14
ANDERSON 4	2,476.80	1,663.50
ANDERSON 5	2,500.00	1,679.08
BAMBERG 2	1,199.70	805.76
BARNWELL 19	8,498.00	5,123.00
BARNWELL 45	2,500.00	1,679.08
BEAUFORT	6,970.20	4,681.41
BERKELEY	4,562.30	3,064.19
CALHOUN	8,621.50	5,147.10
CHARLESTON	40,011.66	24,405.56
CHEROKEE	665.38	446.89
CHESTER	6,498.80	4,364.80
CHESTERFIELD	30,758.08	30,758.08
CLARENDON 1	1,725.00	1,155.00
CLARENDON 2	425.70	3.57
CLARENDON 3	2,500.00	1,679.08
COLLETON	1,552.72	427.86
DARLINGTON	669.94	334.97
DILLON 1	2,012.40	1,351.59
DILLON 2	33,822.00	22,715.94
DORCHESTER 2	3,353.45	2,252.29
DORCHESTER 4	8,028.51	5,392.21
FAIRFIELD	5,200.00	3,492.49
FLORENCE 1	5,236.14	3,516.76
FLORENCE 2	2,322.00	1,559.53
FLORENCE 3	54,610.00	36,677.83
FLORENCE 4	5,418.00	3,638.90
GEORGETOWN	16,230.96	10,901.24
GREENVILLE	29,935.74	19,872.69
GREENWOOD 50	2,012.40	1,351.59
GREENWOOD 51	2,700.00	1,813.41
HAMPTON 1	7,580.20	5,091.11
HAMPTON 2	8,352.00	5,609.47
HORRY	13,834.78	8,925.82
JASPER	2,361.30	1,585.93
KERSHAW	2,910.24	1,954.61
LANCASTER	15,009.70	11,354.15
LAURENS 55	18,730.80	9,312.73

Table 11
Handicapped Contract Transportation Services
Reimbursements FY 1996

Page 2 of 2

SCHOOL DISTRICT	District Approved Reimbursement	Actual State Reimbursement *
LEE	44,716.40	28,759.82
LEXINGTON 1	2,399.40	1,611.51
LEXINGTON 2	5,700.00	3,828.30
LEXINGTON 3	451.50	81.70
LEXINGTON 4	8,111.27	5,447.79
MARION 1	1,250.00	839.54
MARION 2	16,218.00	10,892.53
MARION 3	541.80	193.20
MARLBORO	8,426.60	5,659.58
NEWBERRY	10,000.00	6,716.32
OCONEE	3,274.00	264.45
ORANGEBURG 1	2,013.76	993.32
ORANGEBURG 6	896.60	602.19
ORANGEBURG 7	2,500.00	1,679.08
PICKENS	11,130.48	4,512.32
SPARTANBURG 1	2,500.00	1,679.08
SPARTANBURG 2	3,250.80	2,183.34
SPARTANBURG 3	11,764.76	6,522.51
SPARTANBURG 4	10,045.22	6,746.69
SPARTANBURG 5	7,130.24	4,788.90
SPARTANBURG 6	77.40	51.98
SUMTER 2	33,013.45	19,149.57
UNION	2,344.64	1,574.74
WILLIAMSBURG	13,500.00	9,067.03
YORK 1	1,548.00	1,039.69
YORK 3	1,845.88	1,239.76
STATE TOTALS	\$591,975.01	\$389,059.86

* Full reimbursement was not possible due to limited Appropriations in FY 1996.

TABLE 12

Sheet1

		DIST. WITH		DIST. WITH		
		5+SN BUSES	AIDES	LESS THAN 5	AIDES	TOTAL
School District	County & Dist. Codes	AIDES ALLOC.	ALLOCATIONS x \$1,057.00	AIDES ALLOC.	ALLOC. x \$699.00	AIDES FUNDING
ABBEVILLE	0160	0	0.00	1	699	699.00
AIKEN	0201	4	4228.00	0	0	4228.00
ALLENDALE	0301	0	0.00	1	699	699.00
ANDERSON 1	0401	1	1057.00	0	0	1057.00
ANDERSON 2	0402	0	0.00	1	699	699.00
ANDERSON 3	0403	0	0.00	1	699	699.00
ANDERSON 4	0404	0	0.00	1	699	699.00
ANDERSON 5	0405	3	3171.00	0	0	3171.00
BAMBERG 1	0501	0	0.00	1	699	699.00
BAMBERG 2	0502	0	0.00	1	699	699.00
BARNWELL 19	0619	0	0.00	1	699	699.00
BARNWELL 29	0629	0	0.00	1	699	699.00
BARNWELL 45	0645	0	0.00	1	699	699.00
BEAUFORT	0701	3	3171.00	0	0	3171.00
BERKELEY	0801	5	5285.00	0	0	5285.00
CALHOUN	0801	0	0.00	1	699	699.00
CHARLESTON	1001	15	15855.00	0	0	15855.00
CHEROKEE	1101	1	1057.00	0	0	1057.00
CHESTER	1201	1	1057.00	0	0	1057.00
CHESTERFIELD	1301	1	1057.00	0	0	1057.00
CLARENDON 1	1401	0	0.00	1	699	699.00
CLARENDON 2	1402	0	0.00	1	699	699.00
CLARENDON 3	1402	0	0.00	1	699	699.00
COLLETON	1501	2	2114.00	0	0	2114.00
DARLINGTON	1601	3	3171.00	0	0	3171.00
DILLON 1	1701	0	0.00	1	699	699.00
DILLON 2	1702	0	0.00	1	699	699.00
DILLON 3	1703	0	0.00	1	699	699.00
DORCHESTER 2	1802	3	3171.00	0	0	3171.00
DORCHESTER 4	1804	0	0.00	1	699	699.00
EDGEFIELD	1901	0	0.00	1	699	699.00
FAIRFIELD	2001	0	0.00	1	699	699.00
FLORENCE 1	2101	3	3171.00	0	0	3171.00
FLORENCE 2	2102	0	0.00	1	699	699.00
FLORENCE 3	2103	0	0.00	1	699	699.00
FLORENCE 4	2103	0	0.00	1	699	699.00
FLORENCE 5	2105	0	0.00	1	699	699.00
GEORGETOWN	2201	1	1057.00	0	0	1057.00
GREENVILLE	2301	17	17969.00	0	0	17969.00
GREENWOOD 50	2450	1	1057.00	0	0	1057.00
GREENWOOD 51	2451	0	0.00	1	699	699.00
GREENWOOD 52	2451	0	0.00	1	699	699.00
HAMPTON 1	2501	0	0.00	1	699	699.00
HAMPTON 2	2502	0	0.00	1	699	699.00
HORRY	2601	5	5285.00	0	0	5285.00
JASPER	2701	1	1057.00	0	0	1057.00
KERSHAW	2801	2	2114.00	0	0	2114.00
LANCASTER	2901	1	1057.00	0	0	1057.00

TABLE 12 (continued)

Sheet1

		DIST. WITH		DIST. WITH		
		5+SN BUSES	AIDES	LESS THAN 5	AIDES	TOTAL
School District	County & Dist. Codes	AIDES ALLOC.	ALLOCATIONS x \$1,057.00	AIDES ALLOC.	ALLOC. x \$699.00	AIDES FUNDING
LAURENS 55	3055	1	1057.00	0	0	1057.00
LAURENS 56	3056	0	0.00	1	699	699.00
LEE	3101	0	0.00	1	699	699.00
LEXINGTON 1	3201	3	3171.00	0	0	3171.00
LEXINGTON 2	3202	2	2114.00	0	0	2114.00
LEXINGTON 3	3203	0	0.00	1	699	699.00
LEXINGTON 4	3204	0	0.00	1	699	699.00
LEXINGTON 5	3205	2	2114.00	0	0	2114.00
MCCORMICK	3301	0	0.00	1	699	699.00
MARION 1	3401	0	0.00	1	699	699.00
MARION 2	3402	0	0.00	1	699	699.00
MARION 3	3403	0	0.00	1	699	699.00
MARION 4	3404	0	0.00	1	699	699.00
MARLBORO	3501	1	1057.00	0	0	1057.00
NEWBERRY	3601	1	1057.00	0	0	1057.00
OCONEE	3701	2	2114.00	0	0	2114.00
ORANGEBURG 1	3801	0	0.00	1	699	699.00
ORANGEBURG 2	3802	0	0.00	1	699	699.00
ORANGEBURG 3	3803	0	0.00	1	699	699.00
ORANGEBURG 4	3804	0	0.00	1	699	699.00
ORANGEBURG 5	3805	2	2114.00	0	0	2114.00
ORANGEBURG 6	3806	0	0.00	1	699	699.00
ORANGEBURG 7	3807	0	0.00	1	699	699.00
ORANGEBURG 8	3808	0	0.00	1	699	699.00
PICKENS	3901	3	3171.00	0	0	3171.00
RICHLAND 1	4001	9	9513.00	0	0	9513.00
RICHLAND 2	4002	2	2114.00	0	0	2114.00
SALUDA	4101	0	0.00	1	699	699.00
SPARTANBURG 1	4201	0	0.00	1	699	699.00
SPARTANBURG 2	4202	0	0.00	1	699	699.00
SPARTANBURG 3	4203	0	0.00	1	699	699.00
SPARTANBURG 4	4204	0	0.00	1	699	699.00
SPARTANBURG 5	4205	0	0.00	1	699	699.00
SPARTANBURG 6	4206	0	0.00	1	699	699.00
SPARTANBURG 7	4207	7	7399.00	0	0	7399.00
SUMTER 2	4302	1	1057.00	0	0	1057.00
SUMTER 17	4317	2	2114.00	0	0	2114.00
UNION	4401	1	1057.00	0	0	1057.00
WILLIAMSBURG	4501	1	1057.00	0	0	1057.00
YORK 1	4601	1	1057.00	0	0	1057.00
YORK 2	4602	0	0.00	1	699	699.00
YORK 3	4603	2	2114.00	0	0	2114.00
YORK 4	4604	0	0.00	1	699	699.00

TABLE 13

SURVEY OF SCHOOL DISTRICT TRANSPORTATION EXPENSES 1991-1992

FILE: DT - EXP92

SCHOOL DISTRICT	1 SALARY SUPPL. COST	2 OTHER DRIVER COST	3 AIDES OR MONITORS COST	4 SPECIAL EQUIP. COST	5 TRANSP. CONTRACT COST	6 ADM. AND CLERICAL COST	7 OTHER TRANSP. COST	TOTAL TRANSP. COST	DISTRICT OWNED VEHICLES						GRAND TOTAL COST	DISTRICT COLLECT REVENUE
									CARS	MILES TRAVEL	VANS	MILES TRAVEL	BUSES	MILES TRAVEL		
ABBEVILLE	0	850	900	0	0	0	0	1,550	0	0	0	0	0	0	1,550	0
AIKEN	99,936	33,855	60,308	0	0	205,927	292,081	692,107	1	4,000	16	38,000	10	17,000	51,270	743,377
ALLENDALE	0	0	16,099	105	0	20,000	8,238	44,442	1	14,888	1	8,064	2	13,917	26,382	70,823
ANDERSON 1	0	190	11,128	0	0	70,247	3,299	84,862	1	4,400	8	88,206	4	48,002	111,805	198,667
ANDERSON 2	26,262	0	2,885	0	0	56,933	650	86,730	0	0	3	13,198	3	9,084	21,185	107,915
ANDERSON 3	2,091	862	9,752	0	0	44,131	1,081	57,917	0	0	0	0	0	0	57,917	0
ANDERSON 4	19,179	1,162	1,700	0	0	37,411	2,652	62,104	0	0	0	0	3	9,375	10,989	73,073
ANDERSON 5	78,939	5,450	33,600	17,250	0	157,982	1,350	294,571	0	0	3	11,003	12	90,814	115,055	409,626
BAMBERG 1	10,703	540	1,008	0	0	2,500	0	14,749	0	0	3	7,500	3	7,000	14,190	28,939
BAMBERG 2	0	475	4,403	0	592	19,802	930	26,202	0	0	0	0	3	7,702	9,011	35,213
BARNWELL 19	0	0	1,532	0	0	3,500	100	5,132	1	5,500	2	2,200	2	3,000	6,818	11,750
BARNWELL 29	0	0	0	0	0	1,500	0	1,500	0	0	0	0	0	0	1,500	0
BARNWELL 45	10,000	200	3,867	25	0	44,400	0	58,492	0	0	2	25,000	2	15,000	37,550	96,042
BEAUFORT	269,000	37,045	17,400	1,200	0	82,000	7,473	414,118	9	130,000	1	7,000	9	190,000	259,750	673,863
BERKELEY	133,712	4,179	49,939	12,821	0	140,405	11,197	352,253	0	0	0	0	0	0	352,253	0
CALHOUN	0	350	2,500	0	0	43,000	0	45,850	2	10,000	1	5,000	6	25,000	35,700	81,550
CHARLESTON	823,757	78,266	150,000	218,640	79,446	262,119	194,186	1,806,414	0	0	0	0	0	0	1,806,414	0
CHEROKEE	0	0	34,903	75	0	0	34,978	69,956	0	0	3	15,000	3	15,265	29,860	99,816
CHESTER	0	2,956	11,868	300	2,092	41,083	3,785	62,082	5	82,000	4	79,000	7	175,000	288,040	350,122
CHESTERFIELD	0	4,850	0	400	7,216	35,000	18,049	65,515	0	0	4	41,000	8	67,000	111,190	176,705
CLARENDON 1	0	4,444	4,739	0	1,282	7,385	17,850	35,700	2	15,000	0	0	2	12,000	17,715	53,415
CLARENDON 2	0	1,024	2,250	0	0	20,094	6,450	29,818	0	0	1	12,000	9	7,000	17,790	47,608
CLARENDON 3	0	505	77,408	0	0	17,711	0	95,624	0	0	1	1,000	3	53,000	62,810	158,434
COLLETON	9,900	7,000	0	15,000	0	72,825	3,125	107,850	0	0	3	2,000	4	3,000	5,110	112,960
DARLINGTON	15,630	1,475	50,000	2,407	0	86,603	6,850	162,965	1	12,000	0	0	0	0	185,905	0
DILLON 1	0	0	0	0	0	0	0	0	0	0	0	0	3	9,000	10,530	0
DILLON 2	0	74	0	0	0	16,654	421	17,149	1	5,000	2	7,000	2	10,000	18,525	35,674
DILLON 3	0	988	801	0	258	17,547	5,723	25,317	1	10,000	1	20,000	3	60,000	88,650	113,967
DORCHESTER 2	23,000	48,132	50,932	960	0	96,500	1,106	220,630	3	46,500	11	61,000	2	6,000	67,213	287,843
DORCHESTER 4	10,411	0	0	0	0	15,742	13,883	40,036	1	2,000	0	0	6	20,000	23,890	63,926
EDGEFIELD	22,226	1,491	1,972	0	0	0	3,216	28,905	0	0	3	24,000	1	4,000	23,880	52,785
FAIRFIELD	28,500	350	13,491	294	0	60,464	3,000	103,099	0	0	0	0	5	42,256	49,440	155,539
FLORENCE 1	33,125	1,126	0	0	0	29,692	11,553	75,496	2	23,334	1	11,905	7	54,074	78,507	154,003
FLORENCE 2	0	0	0	0	0	3,080	2,980	5,960	0	0	1	7,000	3	60,000	75,800	81,760
FLORENCE 3	6,815	319	12,907	359	572	45,416	625	67,013	0	0	1	36,000	0	0	28,800	95,813
FLORENCE 4	0	0	0	0	0	10,000	1,502	11,502	1	90,000	1	20,000	2	80,000	131,650	143,152
FLORENCE 5	4,173	805	0	2,000	0	0	6,978	13,956	1	2,500	1	9,000	2	13,500	23,608	37,564
GEORGETOWN	92,000	43,000	70,000	15,000	0	87,000	57,800	364,900	1	29,000	12	144,000	22	396,000	595,825	950,425
GREENVILLE	379,841	76,221	0	0	0	604,336	54,155	1,114,553	4	42,763	39	312,000	51	510,000	856,777	1,971,330
GREENWOOD 50	47,104	19,020	11,831	450	0	106,665	3,212	188,282	2	26,804	0	0	4	14,578	23,574	211,859
GREENWOOD 51	0	172	1,898	95	0	5,767	7,637	13,956	1	12,000	1	5,000	2	20,000	30,340	36,177
GREENWOOD 52	6,786	1,661	2,110	95	0	26,000	0	36,652	1	6,000	1	90	2	20,969	25,959	62,611
HAMPTON 1	19,847	0	0	200	28,649	0	0	48,696	0	0	4	27,162	6	31,534	58,629	107,325
HAMPTON 2	0	5,282	0	0	20,283	23,943	2,485	51,993	2	32,271	4	96,477	6	64,180	160,179	212,172
HORRY	42,598	41,589	342,118	39,064	0	265,497	19,853	750,720	0	0	15	117,201	20	161,199	282,364	1,033,083
JASPER	52,267	2,596	17,136	0	0	12,755	500	85,254	0	0	0	0	0	0	85,254	0
KERSHAW	55,382	8	19,373	0	0	88,875	0	163,933	5	16,011	0	0	3	10,400	16,091	179,729

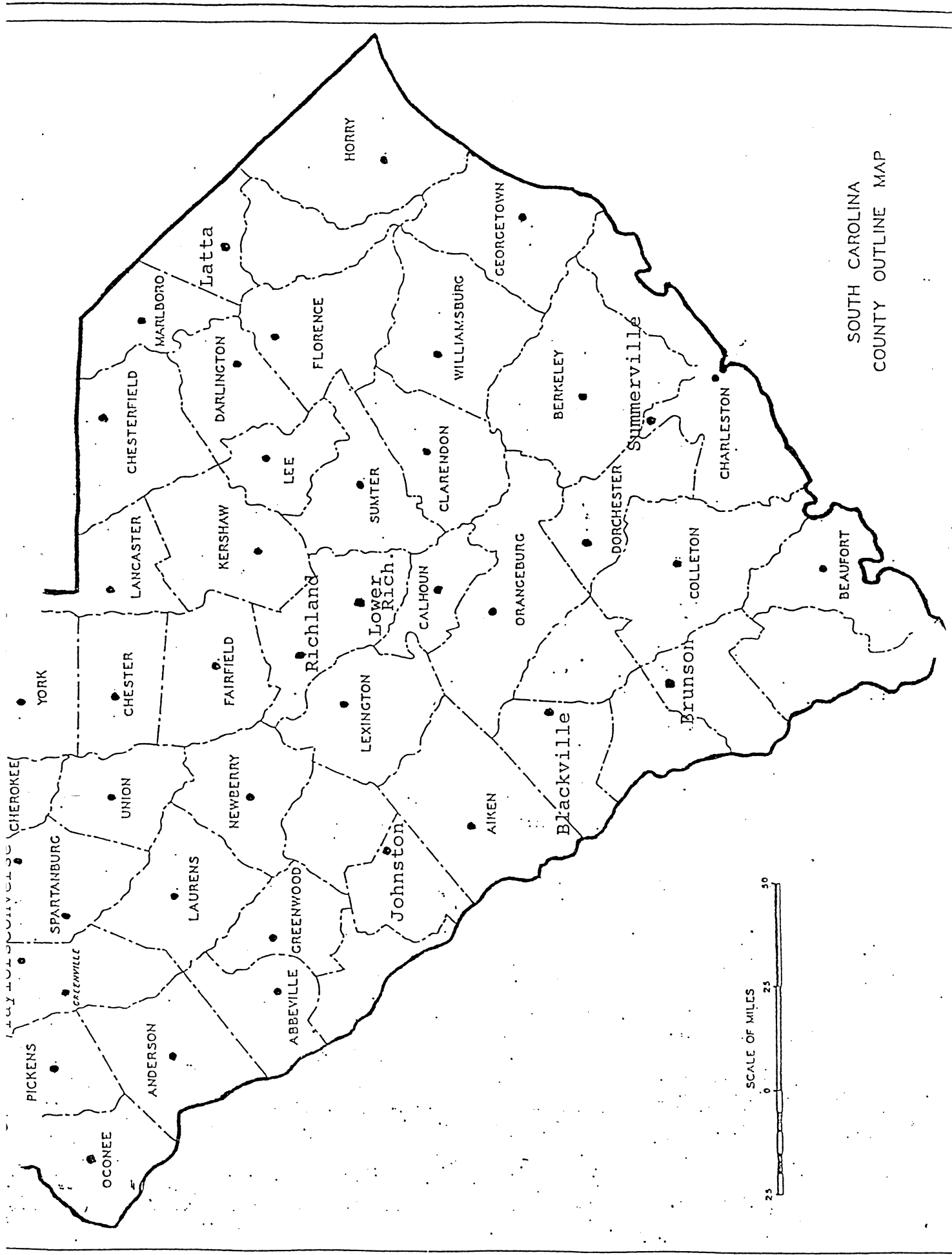
TABLE 13 (continued)

SURVEY OF SCHOOL DISTRICT TRANSPORTATION EXPENSES 1991-1992

FILE: DT-EXP92

SCHOOL DISTRICT	1 SALARY SUPPL. COST	2 OTHER DRIVER COST	3 AIDES OR MONITORS COST	4 SPECIAL EQUIP. COST	5 TRANSP. CONTRACT COST	6 ADM. AND CLERICAL COST	7 OTHER TRANSP. COST	TOTAL TRANSP. COST	8 DISTRICT OWNED VEHICLES						GRAND TOTAL COST	DISTRICT COLLECT REVENUE	
									CARS	MILES TRAVEL	VANS	MILES TRAVEL	BUSES	MILES TRAVEL			TOT. OPER. COST
LANCASTER	25,164	9,714	5,588	0	7,185	87,291	2,372	117,294	0	0	4	40,000	6	60,000	102,200	219,494	83,758
LAURENS 55	14,500	1,371	0	1,750	0	67,877	5,873	91,371	1	12,220	1	16,200	0	0	15,954	107,325	0
LAURENS 58	11,890	861	5,400	240	0	33,044	2,780	54,195	0	0	3	23,000	5	39,170	64,229	118,424	0
LEE	0	0	10,260	0	10,000	1,600	0	21,860	0	0	4	15,322	8	21,748	37,700	59,560	0
LEXINGTON 1	74,039	26,880	45,983	14,350	0	180,162	10,929	332,343	0	0	0	0	0	0	0	332,343	0
LEXINGTON 2	282,365	76,047	14,218	1,916	4,000	89,359	2,814	470,719	0	0	0	0	1	13,729	16,063	486,782	0
LEXINGTON 3	0	0	0	0	0	26,029	950	26,979	0	0	0	0	3	30,000	35,100	62,079	0
LEXINGTON 4	1,200	950	0	4,500	0	40,000	250	46,900	1	7,500	0	0	3	20,000	25,238	72,138	13,600
LEXINGTON 5	407,773	21,800	70,000	0	0	117,249	9,600	626,222	0	0	0	0	0	0	0	626,222	0
MARION 1	0	8,928	900	0	0	2,980	0	12,808	1	9,000	3	22,708	6	44,800	72,787	85,595	0
MARION 2	1,600	2,750	2,381	0	0	36,012	4,300	47,043	0	0	1	9,000	4	36,000	49,320	96,363	0
MARION 3																	
MARION 4	0	0	12,066	0	0	61,934	817	74,817	5	33,560	4	48,000	4	41,000	94,592	169,409	47,027
MARLBORO	5,000	2,100	0	2,070	0	15,822	500	25,482	1	26,000	1	10,000	2	30,000	49,470	74,962	8,424
MCCORMICK		53,752	21,423	315	9,300	41,000	1,056	126,846	0	0	0	0	3	21,298	24,919	151,765	0
NEWBERRY	0	88,890	208	14,613	0	189,590	81,362	374,663	1	3,000	2	7,500	19	131,219	160,281	534,924	0
OCONEE	11,448	0	6,776	0	194	3,981	0	22,399	1	3,000	2	19,800	2	20,000	39,975	62,374	0
ORANGEBURG 1	5,592	0	2,121	0	0	6,300	5,930	19,943	1	1,000	2	2,500	3	12,000	16,285	36,228	0
ORANGEBURG 2	0	1,545	12,189	0	13,194	45,000	36,233	108,161	0	0	1	2,000	4	35,000	42,550	150,711	179
ORANGEBURG 3	1,033	892	0	0	0	26,127	351	28,403	1	1,502	2	10,000	2	15,000	25,918	54,321	0
ORANGEBURG 4	0	0	0	0	0	48,959	496	49,455	1	12,827	0	0	5	53,469	65,701	115,156	43,953
ORANGEBURG 5	0	130	0	0	0	1,000	0	1,130	0	0	0	0	1	7,000	8,190	9,320	0
ORANGEBURG 6	0	13,922	3,698	75	0	2,348	405	20,448	0	0	4	28,183	0	0	22,546	42,994	0
ORANGEBURG 7	0	853	0	0	0	3,504	50	4,567	1	2,500	1	10,000	1	7,500	17,388	21,955	0
ORANGEBURG 8	160	0	90,000	0	2,500	115,000	7,000	214,500	0	0	0	0	0	0	0	214,500	0
PICKENS	143,078	8,967	187,700	1,500	329,382	34,334	35,200	705,327	1	7,100	4	28,200	11	100,500	141,885	847,712	0
RICHLAND 1	51,157	8,734	74,189	807	15,892	161,407	15,892	312,186	1	12,200	5	60,000	3	32,000	83,429	400,615	0
RICHLAND 2	25,000	0	0	0	0	36,846	1,932	63,778	0	0	0	0	0	0	0	63,778	0
SALUDA	0	3,000	10,000	0	0	16,500	600	30,100	5	50,000	0	0	13	42,500	61,975	92,075	0
SPARTANBURG 1	0	4,532	0	0	0	35,000	250	36,782	0	0	0	0	0	35,981	42,074	81,856	0
SPARTANBURG 2	0	22,538	0	180	0	34,334	10,855	67,907	2	20,000	1	3,000	8	60,000	77,500	145,407	1,500
SPARTANBURG 3	117,295	335	0	0	0	23,988	1,102	142,790	0	0	3	24,000	4	18,000	40,280	183,040	0
SPARTANBURG 4	16,533	300	0	3,020	0	26,000	0	45,853	0	0	2	10,000	2	15,000	25,550	71,403	0
SPARTANBURG 5	71,458	20,915	0	0	0	60,000	3,600	155,973	1	10,000	1	2,500	8	60,000	74,650	230,623	4,433
SPARTANBURG 6	13,484	21,491	0	493	12,662	65,600	1,473	115,203	1	12,000	5	30,254	4	31,091	63,520	178,723	0
SPARTANBURG 7	20,000	4,800	77,600	1,500	5,000	96,075	10,440	215,415	0	0	2	15,000	8	30,000	47,100	262,515	0
SUMTER 2	0	8,600	18,122	500	0	79,600	2,900	109,722	1	13,252	0	0	9	90,575	116,239	225,991	0
SUMTER 17	27,531	19,261	0	55	0	20,614	819	68,280	6	55,000	8	86,000	16	122,000	225,015	293,295	0
UNION	44,467	2,075	0	6,500	0	11,000	75	64,117	1	25,000	3	12,000	13	31,000	51,995	116,112	3,000
WILLIAMSBURG	14,140	2,197	18,734	3,572	0	44,950	6,904	90,497	0	0	3	13,194	5	26,519	41,582	132,079	30,451
YORK 1	29,007	10,042	0	80	0	37,500	506	77,135	0	0	3	17,836	5	32,447	52,232	129,367	0
YORK 2	155,000	26,442	0	0	0	98,032	1,000	280,474	1	16,000	3	36,000	11	165,000	225,770	500,244	0
YORK 3																	
YORK 4																	
TOTALS	3,893,099	908,475	1,782,288	386,481	201,925	5,389,692	1,073,572	13,635,532	84	954,432	231	1,835,207	450	3,993,273	6,257,131	19,892,663	407,946

X X



SOUTH CAROLINA
COUNTY OUTLINE MAP



STATE OF SOUTH CAROLINA



7876

CLASS TITLE

Supervisor-County School Transportation

CLASS CODE

7876

Grade III

(Note: The examples of work listed in this class specification are not necessarily descriptive of any one position in the class. In a specific classified position, some similar or related duties may be required and some examples may be omitted. The intent of the listed examples is to give a general indication of the levels of difficulty and responsibility common to all positions in this class.)

In order to be considered for employment in a position in this class, an applicant must have the stated minimum education and experience or an acceptable equivalence as approved by the appropriate authority. Selection for employment into open positions will be made from those most qualified as determined by appropriate examination processes.)

Function:

Plans, coordinates and directs the county school bus transportation program to include driver training and safety, school bus routing, maintenance and repair.

Examples of Work Performed:

- Supervises the operation of the county maintenance shop.
- Assists in the selection and training of bus drivers.
- Investigates all accidents in assigned county.
- Assists in bus routing and scheduling.
- Maintains records and prepares reports.
- Performs related duties as required.

Required Knowledge, Skills and Abilities:

- Extensive knowledge of all traffic laws and safe driving techniques and practices.
- Extensive knowledge of school bus maintenance program.
- Extensive knowledge of routing techniques.
- Ability to supervise subordinate staff.

Minimum Training and Experience:

A bachelor's degree and one year of experience in school bus transportation programs or any equivalent combination of education, training or experience that would enable an incumbent to satisfactorily perform the job function.



STATE OF SOUTH CAROLINA



7803

CLASS TITLE	CLASS CODE
AUTOMOTIVE MAINTENANCE TECHNICIAN I	7803

(Note: The examples of work listed in this class specification are not necessarily descriptive of any one position in the class. In a specific classified position, some similar or related duties may be required and some examples may be omitted. The intent of the listed examples is to give a general indication of the levels of difficulty and responsibility common to all positions in this class.)

In order to be considered for employment in a position in this class, an applicant must have the stated minimum education and experience or an acceptable equivalence as approved by the State Personnel Division. Selection for employment into open positions will be made from those most qualified as determined by appropriate examination processes.)

FUNCTION:

Under direct supervision performs routine professional work in the repair of automotive vehicles and specialized equipment.

EXAMPLES OF WORK PERFORMED:

Performs routine and general maintenance services to automotive vehicles and specialized equipment.

Inspects, rebuilds and replaces brake system components to include the rebuild of master cylinders, calipers and wheel cylinders. Uses precision trueing equipment to true brake drums and brake rotors. Bleeds brake systems by use of specialized equipment and adjusts brakes to insure proper stops without pulling.

Uses electrical systems tester to diagnose alternator, regulator, starter or battery for proper function and insure specifications to voltage output, amperage output, voltage draw or amperage draw are within tolerance. Replaces components according to diagnosis.

Uses diagnostic equipment required to check ignition electrical system and diagnose repairs required. Assist technicians in repairs to carburetors, distributors and replacement of other components found by the use of highly specialized computerized testing equipment.

Assists higher level technicians in repair of diesel powered equipment.

Performs related duties as required.

REQUIRED KNOWLEDGE, SKILLS AND ABILITIES:

Working knowledge of principles of operation of automotive and other gasoline powered equipment.

Working knowledge and understanding of diesel (compression ignition) engines.

Working knowledge of various diagnostic and repair equipment.

Skill in the use of testing and measuring instruments.

Ability to understand and follow oral and written instructions.

Ability to read and understand technical manuals, service bulletins and other service related instructions.

Ability to perform heavy lifting.

MINIMUM TRAINING AND EXPERIENCE:

One year of experience in automotive repair, or any combination of training and experience that would enable an applicant to acquire the necessary knowledge, skills and abilities.

(over)

ADMINISTRATION OF CLASS:

Positions assigned to this class involve basic mechanical skills in the maintenance of vehicles and motorized equipment. Limited diagnostic skills are exercised. Work is performed under the direction of higher level Automotive Maintenance Technicians.



CLASS TITLE

AUTOMOTIVE MAINTENANCE TECHNICIAN II.

CLASS CODE

7804

The examples of work listed in this class specification are not necessarily descriptive of any one position in the class. In a specific classified position, some similar or related duties may be required and some examples may be omitted. The intent of the listed examples is to give a general indication of the levels of difficulty and responsibility common to all positions in this class.

In order to be considered for employment in a position in this class, an applicant must have the stated minimum education and experience or an acceptable equivalence as approved by the State Personnel Division. Selection for employment into open positions will be made from those most qualified as determined by appropriate examination processes.

FUNCTION:

Under general supervision performs skilled routine and general repairs of moderate difficulty to automotive vehicles. Instructs subordinates in proper repair procedures.

EXAMPLES OF WORK PERFORMED:

Performs routine and general maintenance and repairs to automotive vehicles.

Pulls and installs engines. Removes and reinstalls cylinder heads, valve trains, manifolds, transmissions and rear ends.

Replaces injectors, times and replaces injector pumps. Replaces timing chains or belts. Replaces distributors.

Rebuilds or overhauls starters, alternators, carburetors, distributors, water pumps.

Uses computerized test equipment to diagnose ignition systems. Uses engine analyzer with oscilloscope to trace ignition patterns and diagnose ignition problems.

Repairs vehicle during service call that requires repair before movement.

Repairs or replaces power brake units, master cylinders, power steering pumps and power steering units.

Performs front end alignment, replaces struts, ball joints, tie rods/ends, and all other steering components.

Installs exhaust system parts and components to include oxygen sensors and catalytic converters.

Diagnoses and effects repairs on air conditioning components to include expansion valves, evaporators, condensers, compressors, receiver dryers, lines and other related components and switches.

Evacuates and recharges system.

REQUIRED KNOWLEDGE, SKILLS AND ABILITIES:

Considerable knowledge of gasoline and diesel-powered vehicles.

Considerable knowledge of principles and practices used to diagnose vehicles by the use of computerized test equipment.

Working knowledge of computerized automotive circuits and their function.

Considerable knowledge of various diagnostic and repair equipment.

Skill in the use of testing and measuring instruments.

Ability to understand and follow oral and written instructions.

Ability to interpret technical service manuals, bulletins and specifications used in automotive repair.

Ability to physically perform heavy lifting.

MINIMUM TRAINING AND EXPERIENCE:

Two years of experience in automotive repair, or any combination of training and experience that would enable an applicant to acquire the necessary knowledge, skills and abilities.

ADMINISTRATION OF CLASS:

Incumbents of positions assigned to this class are experienced and capable of reliably diagnosing and repairing mechanical malfunctions in vehicles and other motorized equipment as journeyman mechanics.



STATE OF SOUTH CAROLINA



7805

CLASS TITLE	CLASS CODE
AUTOMOTIVE MAINTENANCE TECHNICIAN III	7805

The examples of work listed in this class specification are not necessarily descriptive of any one position in the class. In a specific classified position, some similar or related duties may be required and some examples may be omitted. The intent of the listed examples is to give a general indication of the levels of difficulty and responsibility common to all positions in this class.

In order to be considered for employment in a position in this class, an applicant must have the stated minimum education and experience or an acceptable equivalence as approved by the State Personnel Division. Selection for employment into open positions will be made from those most qualified as determined by appropriate examination processes.)

FUNCTION

Under general supervision performs duties in repair and maintenance of automotive vehicles requiring the highest degree of skill and expertise; instructs other automotive technicians in proper diagnosis and repair procedures associated with the automotive repair field; may act as Automotive Shop supervisor for smaller agencies.

EXAMPLES OF WORK PERFORMED

Assists in developing and establishing agency training to fulfill needs of agency.

Recommends and assists in obtaining new type equipment needs in the shop for an agency.

Diagnoses and repairs all fuel and electrical system components for gasoline and diesel powered equipment with or without vehicle on-board computers.

Diagnoses and replaces vehicle on-board computers, oxygen sensors, coolant sensors, throttle position sensors, crank and cam position components associated with the computer controlled vehicles.

Diagnoses, repairs or replaces components found in cruise control, automatic temperature control, speedometers, instrumentation, wiring, fuel injections systems, automatic leveling systems, and other devices requiring the highest level of skills and expertise.

Tests, overhauls or rebuilds engines, replaces rods, cranks, cams, bearings, bushings, rings, lifters, valves, refaces seats and other parts associated with both rebuild of gasoline and diesel powered equipment.

Repairs or rebuilds, hydraulic pumps, rams, lifts where extreme expertise and caution is required due to extremely high pressures.

Rebuilds both automatic and manual transmission. Completely disassembles, inspects, measures, reassembles as required. Trains on new type transmission when required or new types come out. Rebuilds transaxle type transmission and rear ends. Rebuilds rear end differential assemblies when required.

Repairs, rebuilds, overhauls fuel injector pumps for both diesel and gasoline engines. Uses precision test and measuring equipment.

REQUIRED KNOWLEDGE, SKILLS AND ABILITIES

Thorough knowledge of specifications, manuals, training needs, parts procedures, latest test and diagnostic equipment.

Thorough knowledge of computerized automotive circuits and their function.

Skill in the use of testing and measuring instruments.

Ability to supervise skilled automotive repair technicians.

MINIMUM TRAINING AND EXPERIENCE

Four years of experience in automotive repair, or any combination of training and experience that would enable an applicant to acquire the necessary knowledge, skills and abilities.

ADMINISTRATION OF CLASS

Incumbents of positions assigned to this class perform highly skilled vehicle maintenance functions. Diagnostic skills are extremely accurate. They may function as lead mechanic or perform highly complex vehicle repair functions such as engine and transmission rebuilding, diesel engine repair, and computerized ignition systems. Positions assigned may also serve as supervisor of a small vehicle maintenance shop.

ATTACHMENT 3

STATE SUPERINTENDENT
DR. BARBARA S. NIELSEN

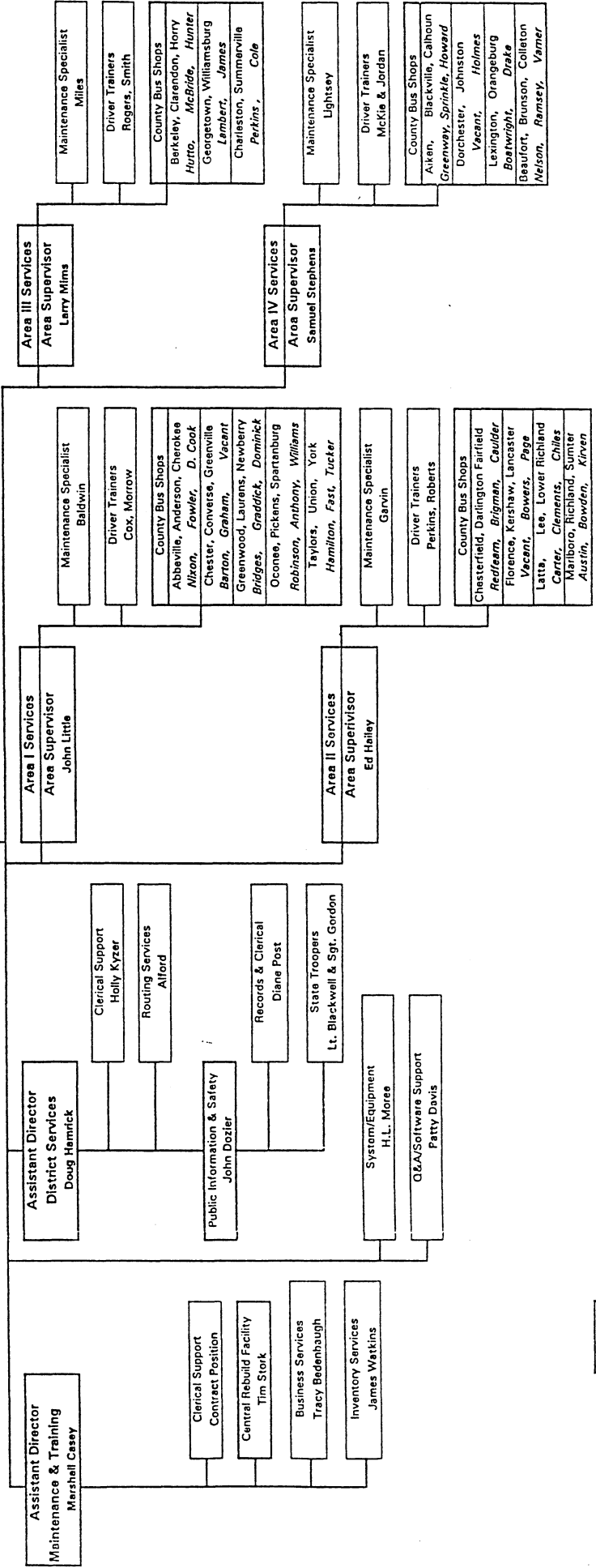
Senior Executive Assist. Support Services
Donald Tudor

Administrative Assistant
Barbara Clarke

Director of Transportation
(Vacant)

Executive Support Specialist
Vacant

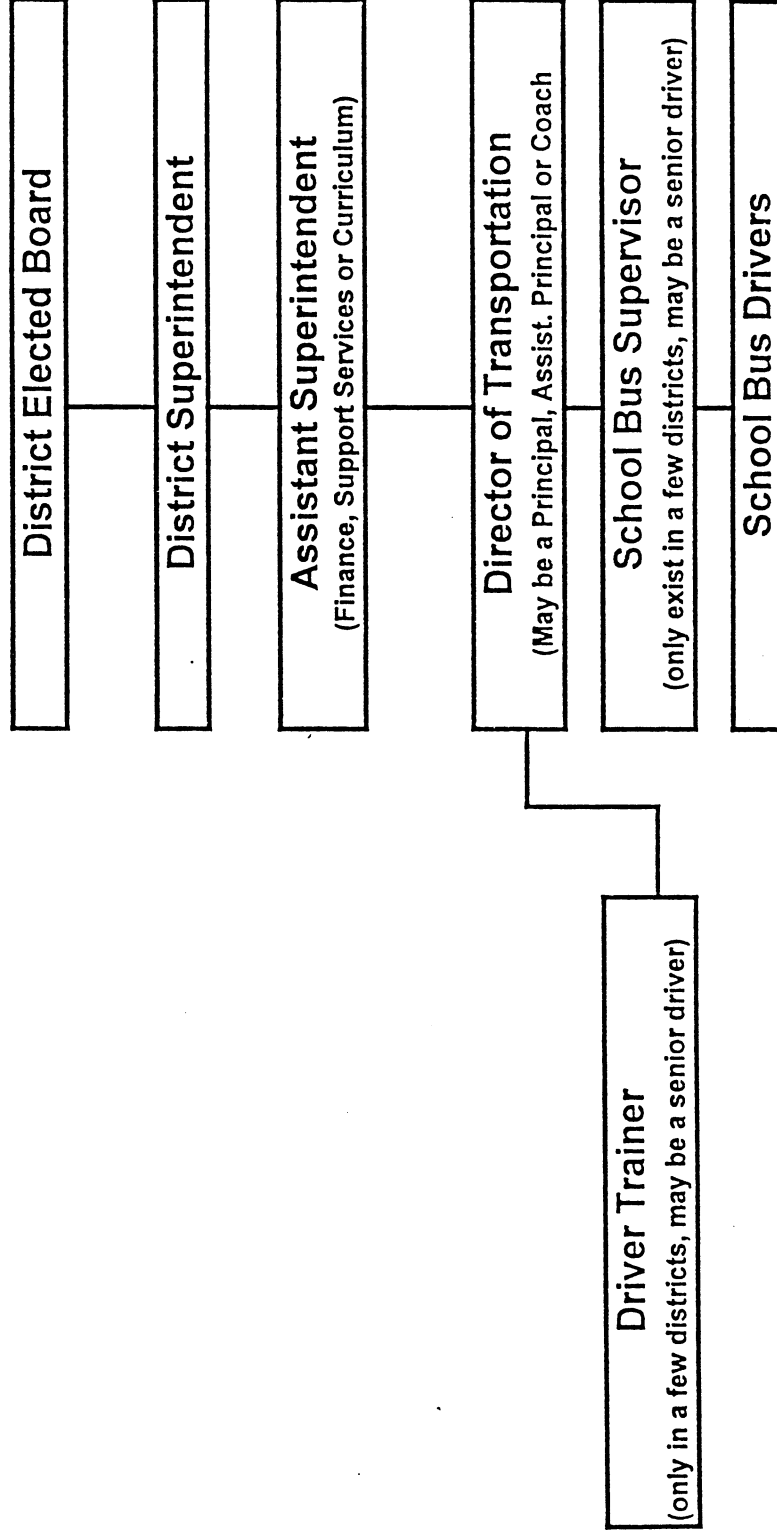
Date: September 3, 1996



Notes: **Bold Lines** = Supervision authority
County Supervisor Appears Under Shop Name

Attachment 4

**TYPICAL SCHOOL DISTRICT
PUPIL TRANSPORTATION ORGANIZATIONAL STRUCTURE**



Attachment 5

What is a State Funded Route?

An approved State funded route is:

1. A route that complies with the State statutory and regulatory requirements;
2. Any route that transports eligible students from the student's home to the school to which the student is zoned to attend, kindergarten through twelfth grades;
3. Any route that transports an eligible student from the school the student is zoned to attend, to student's home, kindergarten through twelfth grades;
4. Any route that transports an eligible special needs student from the student's home to the school assigned, 3 year old through twelfth grade;
5. Any route that transports an eligible special needs student from the school assigned to the student's home, 3 year old through twelfth grade;
6. Any route that transports an eligible vocational student from the school the student is zoned/assigned to attend and the assigned vocational school, ninth through twelfth grades;
7. Any route that transports an eligible vocational student from the assigned vocational school to the school the student is zoned/assigned to attend, ninth through twelfth grades;
8. Any route that transports an eligible hazardous transportation student from the student's home to the school the student is zoned to attend, kindergarten through twelfth grades;
9. Any route that transports an eligible hazardous transportation student from the school the student is zoned to attend to the student's home, kindergarten through twelfth grades;
10. Any route otherwise classified by the County Supervisor as qualifying under other State funded education program; and,
11. Any route that transports students in compliance with a Court Order.

NOTE: In no case shall any route service be delivered for more than 180 school days per eligible student each school year nor more than once each school day. Above references to the term "Home" may be interpreted to mean other eligible alternative pickup or delivery locations determined by the student's parent or guardian, the school district and the County Supervisor.

If a route or school bus use does not qualify under a provision stated above, the service shall be a permitted service. Route service to magnet or alternative schools or shuttle routes to special programs away from the students assigned/zoned school are not designated as State funded routes.

ATTACHMENT 6

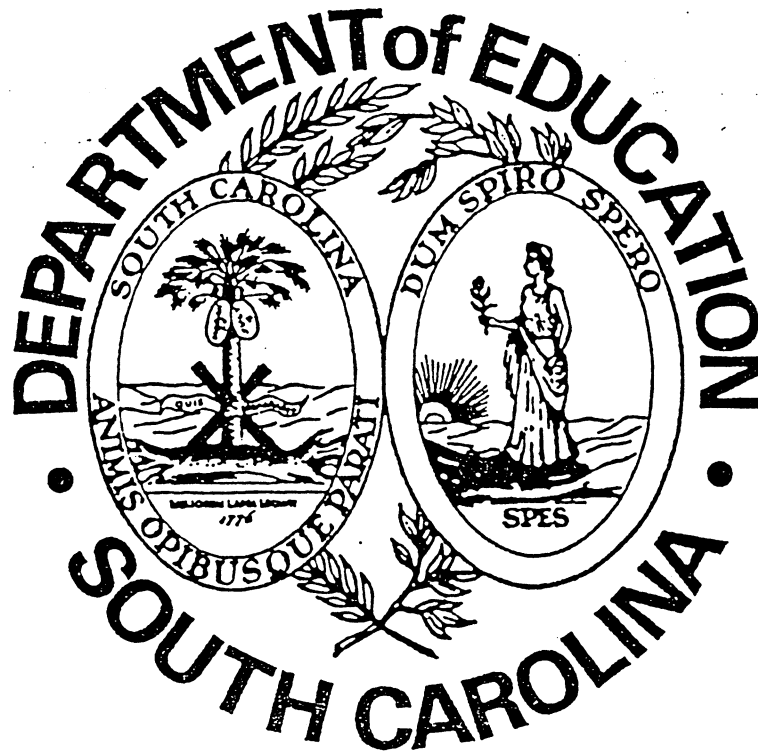
STATE BOARD OF EDUCATION
RECOMMENDED SALARY PAY SCALE GUIDELINE
FY 1997 STATE SCHOOL BUS DRIVER

On August 14, 1996, the State Board of Education approved the minimum Bus Driver Salary Schedule. The Board recommended it's use by school districts in the state of South Carolina for the purpose of determining Bus Driver Salaries for the FY 1996-1997 School Year.

As a result the State Department of Education has based school district driver salary funding on this pay schedule. Attach is a district break down for general fund and EIA driver salary allocation for FY 96-97.

Years Experience *	Hourly Rate
0	\$ 5.47
1	\$ 5.58
2	\$ 5.69
3	\$ 5.81
4	\$ 5.92
5	\$ 6.04
6	\$ 6.16
7	\$ 6.29
8	\$ 6.42
9	\$ 6.55
10	\$ 6.68
11	\$ 6.80
12	\$ 6.95
13	\$ 7.08
14	\$ 7.23
15	\$ 7.36
16	\$ 7.52
17	\$ 7.67
18+	\$ 7.82

NOTE * Driver experience as of July 1, 1996. One year's experience is equal to performing the duties of a State funded school bus driver for at least 135 days in a single school year.



SOUTH CAROLINA
SCHOOL BUS TRANSPORTATION
LAWS AND REGULATIONS

Barbara S. Nielsen, Ed.D.
State Superintendent of Education

JULY 1994

SOUTH CAROLINA DEPARTMENT OF EDUCATION

**Barbara S. Nielsen, Ed.D.
State Superintendent of Education**

**Donald N. Tudor
Senior Executive Assistant
Division of Support Services**

**H. Crawford Bookout, Jr.
Assistant Director, District Services
Office of Transportation**

**Holly G. Kyzer
Administrative Specialist
Office of Transportation**

INTRODUCTION

Public school transportation in South Carolina is a shared responsibility of the State Department of Education and the State's ninety-one school districts. This shared responsibility, when properly exercised, produces a system of transportation that is safe, economical and efficient.

The State Department of Education will diligently carry out its responsibilities and will work with each school district to assist the district in discharging its responsibility.

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TRANSPORTATION REGULATION 43-80

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Document No. 1636
BOARD OF EDUCATION
CHAPTER 43
Statutory Authority: 1976 Code Section 59-5-60
Article 5. Transportation Regulation 43-80

Synopsis:

This regulation governs the operation of public pupil transportation services.

Instructions:

Regulations 43-80 is amended in its entirety.

43-80.

A. The school district board of trustees shall be responsible to the State Board of Education for the supervision of the school transportation program in the district. This shall include the recruitment of school bus drivers, employment and dismissal of school bus drivers, supervision of school bus drivers and the pupils being transported, proposed routing of buses, accurate transportation records as to mileage, number of pupils transported pursuant to Section 59-67-100, driver's time reports, school bus safety, and enforcing all other transportation regulations. The recruitment and employment of school bus drivers and supervisory personnel is the responsibility of the school district board of trustees. The transportation of pupils is an integral and essential part of the school program, and teachers and administrative personnel shall be assigned to school bus duties in the interest of the transportation program.

B. Transportation on regular school bus routes is authorized for public school pupils. Public school pupils include three-year to five-year-old pupils that are disabled, kindergarten pupils in half-day programs, and the K-12 regularly enrolled students during the 180 day school year. Three- and four-year-old children attending public school-sponsored kindergarten or child development programs must be permitted to ride state-owned buses to the extent funds are made available by the General Assembly. Special programs operated and/or sponsored by the governing body of the school district may use school buses as long as transportation services are paid for by the school district at no cost to the State and do not disrupt school bus maintenance servicing or regular school bus routes. A special program is any education or other program sponsored by the school district that is not a program required by State statute or regulation to be operated by the school district. A student that is disabled shall be accompanied by an aide if the student's Individual Education Program so specifies.

Assignment of buses for new routes will be made on the basis of actual need. Justification must be submitted showing that all buses presently assigned to the district or area are being used to the maximum before additional equipment can be assigned.

To enhance school bus routing effectiveness, kindergarten pupils shall be assigned to morning or afternoon sessions on the basis of where they live.

C. The State shall not be required to operate buses for high school, junior high school, middle school, and elementary school pupils separately. Approval of separate transportation will be given only when such transportation can be accomplished with the same number of buses and approximately the same mileage. The schedule of work and the opening and closing hours for all schools served by the same buses must be arranged so as to facilitate a maximum amount of school work and at the same time permit the operation of a satisfactory and economical transportation program. School districts shall stagger school opening times when feasible to maximize the use of the school bus transportation system.

D. Five-year-old through grade 12 public school pupils that have temporary physical handicaps or have a chronic disorder of lengthy duration may have their parents or guardians apply for these students to receive special school bus transportation services. The application process is as follows:

1. Secure appropriate forms from the District Superintendent.
2. Have the pupil examined by a licensed medical doctor and receive a written statement from the licensed medical doctor to the effect that without special school bus transportation service, unusual hardship will be experienced by the pupil in walking the required distance to the regular route.
3. Submit the statement from the licensed medical doctor to the District Superintendent for approval.
4. The District Superintendent shall submit the health statement with a Request For Special School Bus Transportation Service approval to the local representative of the State Department of Education. Approval by the State Department of Education shall be required before a change in a school bus route for this purpose becomes official.
5. Approval for such a change in school bus routes shall terminate at the time the pupil no longer qualifies for special school bus transportation service, or when the pupil for whom the service was intended has moved residences.

E. Each school district shall prepare route descriptions and maps in accordance with laws and regulations and, upon approval of the district's board of trustees, shall submit the route descriptions and maps to the designated representative of the State Department of Education by October 15th of each year. Proposed changes in routes after October 15th must be approved by the designated representative of the State Department of Education before a change is made. In emergencies or unusual situations, districts may make route changes in keeping with laws and regulations with approval by telephone from the designated representative of the State Department of Education. Such approval must then be submitted in writing, with written approval received from the designated representative of the Department. Changes made without notification to and approval by the designated representative of the Department will result in the district being charged the prevailing rate per mile for permit trips. The amount for unauthorized mileage will be deducted from the district's transportation funding.

Written approval or disapproval of all routes will be provided by the State Department of Education no later than November 15th. A period of two weeks will be given to the district for corrections to be made after a notice of disapproval. Districts operating routes after November 15th that have not been approved will be considered as operating unauthorized routes and operated at the expense of the school district.

F. School bus stops on each route shall not be closer than two-tenths of a mile apart at safe points. Stops shall have a clear visibility of 600 feet in each direction, or a "School Bus Stop Ahead" sign shall be located at a point 600 feet in each direction of the designated stop. During periods of inclement weather, buses may be allowed to stop on the regular route at safe points nearest the house of each child; however, buses shall not be permitted to leave regular routes. Stops and turnabouts shall not be made on blind curves, steep grades, or near the crest of hills or in any other unsafe traffic environment.

G. Pupils shall not be transported from one district or attendance area to another when an appropriate school is provided within the district or attendance area. When an intra-district Choice Program is approved by an appropriate school district board of trustees, pupils may be transported across attendance area boundaries; however, this transportation shall be provided in the most productive and cost efficient manner and shall not violate the continuous riding time restrictions provided in statute.

H. No school bus shall stop for the purpose of picking up or discharging any non-handicapped school child living within one and one-half miles of the school, unless under the application provisions of Section 59-67-420 the child qualifies for transportation under one of the following conditions.

1. Where no additional state-owned school buses are required, it will be permitted for school buses to transport children, that reside along the route, to and from school on the established route within one and one-half miles distance of the school if there are vacant seats on the school bus. When transporting children that reside within the one and one-half mile distance of the school, other provisions of law and regulations must be maintained, and the school district must assume any additional operational expense.

2. When the school district Board of Trustees of any school district desires to have children transported to and from school within one and one-half miles distance of the school, state-owned buses may be used for this purpose provided the school district Board of Trustees pays to the State Department of Education an amount per mile to be determined annually by the State Department of Education. The per mile amount should cover at a minimum all costs associated with the provision of the equipment used to provide the service. The methodology to determine this minimum cost shall be approved by the State Board of Education. The driver salary and benefits shall be paid directly by the school district. No additional state-owned buses will be assigned for transportation of students living within one and one-half miles of the school.

I. Regularly assigned buses may be used to transport pupils to vocational classes upon approval of the State Department of Education provided regular buses are the most cost effective method of transportation. If a regular assigned bus is not the most cost effective method, the District shall examine less costly transportation options. The State Department of Education shall reimburse the district for the least expensive alternative transportation mode. When buses are used, the class schedules shall be arranged so that buses can complete their regular morning and afternoon routes. As with all school bus transportation services, the school district Board of Trustees shall be responsible for providing adequate supervision on the bus at all times.

J. Buses shall be removed from routes when, in the opinion of the State Department of Education, abuse or vandalism becomes so excessive that it interferes with the maintenance and operation of buses for the regular school program.

K. The school district Board of Trustees must correct problems in the routing, supervision and/or use of any school bus under its jurisdiction. If problems are not corrected after official notification by the designated representative of the Department of Education, the school district shall assume all financial responsibility and all liability associated with operating the buses.

L. Buses shall be left at the designated school bus parking area during the school day. Exceptions:

1. With prior written approval by the Department of Education, drivers of buses may be transported by school bus pool to their home mid-day provided it can be justified economically. The Department of Education for economic justification purposes will allow a pool bus to travel a distance of no more than five miles per driver transported one-way per day. Pooling shall be defined as the transportation of more than one bus driver to home or to work on a single bus. In no case shall there be an adverse economic impact upon the bus maintenance services.

2. Drivers of buses may drive their assigned bus home mid-day when the one-way mileage does not exceed five miles. Any additional mileage shall be at the district's expense.

3. Buses may be parked at another school when there will be no adverse economic impact upon bus maintenance services.

4. At the end of the school day, drivers may drive their vehicle back to their home or a designated public parking facility only when it can be proven that to do so can be justified economically.

The exceptions for use of buses and the related economic justifications shall be part of the route and schedule plan submitted by the local school district to the Department of Education.

In exceptions 1 and 3 above, the request for approval shall include a plan to insure the proper servicing and maintenance of the bus.

The school district shall provide for safe loading and unloading of students and a suitable concrete or asphalt-paved area for the parking and servicing of buses during the school hours. The parking and service area shall be located and designed to insure that vehicular traffic, students or unauthorized personnel are not in or around parked buses during the school day and shall be in compliance with all safety and fire regulations.

M. Each school district is required to keep each school bus in a clean and sanitary condition. Each district is responsible for all excessive driver and passenger abuse to the buses. Any school district using a bus on a trip not authorized by the Department of Education shall assume all financial responsibility and liability.

The school district Board of Trustees shall designate, to the Department of Education, a school official to see that proper care is taken of the buses, that the buses shall not be abused; to see that drivers make required reports promptly; to assist in the investigation and collection of the cost for damages to state-owned equipment; and to aid in any proceedings, either civil or criminal.

N. School bus drivers shall be required to have a physical examination prior to initial certification and again at re-certification as a bus driver. The examining physician's report shall be made on forms provided by the State Department of Education. The State Department of Education must be provided a copy of the physician's report prior to the issuance of a driver certificate. A school district may require additional physical examinations as the district determines to be appropriate. The State assumes no responsibility for the cost of physical examinations.

Prospective drivers must meet all the requirements for testing for the Commercial Driver's License and not have more than four (4) points against his/her license or driving record (MVR) including no more than four (4) points against his/her license or driving record in the previous twelve months. Drivers accumulating more than four (4) points after employment will be placed on probation, suspended without pay, or terminated as deemed appropriate by the school district based on the nature and severity of the driving offense(s).

Prior to September 1, 1993, school districts shall have a substance abuse program for school bus drivers and driver supervisory personnel.* The program shall include at a minimum: (1) a substance abuse policy; (2) a substance abuse education program; (3) substance abuse testing; and (4) a substance abuse referral assistance program. The substance abuse testing program shall comply with the U. S. Department of Transportation testing program for drivers of passenger vehicles. The Department of Education shall institute a like substance abuse program for Department maintenance shop personnel.

If a bus driver receives a ticket for DUI, he/she will be suspended without pay and, if convicted of DUI, the driver shall be terminated.

O. State-owned school buses shall comply with the minimum posted speed, if greater than 45 miles per hour, for the highway used. Except that public school buses transporting Handicapped students shall comply with Section 59-67-525.

P. All state-owned buses shall be equipped with an operational stop-arm.

* To comply with adopted Federal regulations, all bus drivers are subject to substance abuse testing on January 1, 1995 if the district employs more than 50 bus drivers; or January 1, 1996 if less than 50.

Q. The school district Board of Trustees shall have the authority to remove a bus from a regular school bus route when it is determined that the conduct of the passengers or others endangers the life and safety of the bus driver and passengers.

R. The school district Board of Trustees is authorized to assign seats to bus passengers when it is determined to be in the best interest of the transportation program.

S. Each school district shall submit to the Department of Education in writing no later than May 1st of each year, any major changes in school assignments which would require a change in the number of buses for the following school year.

T. Special Transportation Service

1. When state-owned buses or boats are used by the schools for educational purposes other than transporting pupils to and from school, the cost of operation shall be borne by the school district. The operator shall be paid by the local school district. In addition, a charge for the use of the bus or boat (user fees) as determined by the State Department of Education and approved by the State Board of Education, payable to the State Department of Education, shall be made. The school district Board of Trustees will be responsible for damages to the bus or boat as a result of abuse. The bus or boat user fees are applicable to all trips other than the regularly scheduled trips or trip segments to and from school as shown on the approved route description for the school district.

2. All drivers must possess a School Bus Driver's Certificate issued by the State Department of Education and a Commercial Driver's License with appropriate passenger and weight endorsements. The school boat must be operated by the Captain designated by the Department of Education.

3. The use of state-owned buses and boats for purposes other than transporting pupils to and from school shall in no way conflict with the regular school schedule.

4. The use of state-owned buses and boats shall be limited to those events and activities sponsored by school districts.

5. Request for documentation of the use of buses and boats for purpose of special services must be secured from the designated representative of the Department of Education prior to the vehicle's use.

6. The use of state-owned buses for special purposes for trips outside the State shall be limited to athletic and other school activities in adjacent counties in Georgia and North Carolina with the following exceptions. In North Carolina: Polk, Henderson, Transylvania, Jackson, and Macon Counties have mountainous terrain. State-owned buses shall not be used for special activities in these counties without prior route approval by the designated representative of the Department of Education.

7. The Department of Education permit For The Use Of School Buses or Boats prepared by the school district must accompany the operator on each trip made by the bus or boat.

Should any of the above regulations governing the use of school buses or boats for special services be violated in any school district, the Department of Education may withdraw approval to use state-owned school buses or boats from any further special service.

U. The bus or boat user fees shall be based on formula approved by the State Board of Education. The formula shall reflect the operational cost experienced by the State Department of Education plus an appropriate vehicle replacement charge. In compliance with approved State Board of Education bus or boat user fee formula, the Department of Education shall establish an annual fee for bus and boat use.

V. Variations from Transportation Regulations may be approved by the State Department of Education when such variations are clearly in the interest of safety, efficiency and economy. School districts seeking a variance from a regulation must submit a written request seeking approval from the Department of Education. The Department will approve or disapprove the request, in writing.

W. In accordance with Section 59-67-520 of the Code of Laws of South Carolina, it is hereby declared the policy of the State Board of Education to provide transportation for handicapped children within any school district to the nearest school in which a class is located serving the pupil's disabilities.

X. Eligibility for Transportation - Eligibility for transportation under the above provisions shall be limited to the following types of disabilities:

1. Trainable mentally handicapped (TMH)
2. Deaf-blind (DB)
3. Hearing handicapped (HH)
4. Visually handicapped (VH)(Legally Blind)
5. Emotionally handicapped (EH)(Severely)
6. Orthopedically handicapped (OH)
7. Educable mentally handicapped (EMH)
8. Learning disabled (LD)
9. Other health impaired (OHI)
10. Pre-school handicapped
11. Profoundly mentally handicapped (PMH)
12. Traumatic brain injury (TBI)
13. Autistic
14. Other disabilities identified in Section 504 of the Rehabilitation Act and the Americans With Disabilities Act.

Legal age for transporting children with disabilities are three (3) and four (4) years old and public school students (K-12) except for the hearing and visually handicapped pupils who are 4-21 years of age. Students with disabilities may be transported on regular route school buses.

Y. District Boards of Trustees shall be responsible for locating classes for children with the above disabilities in or near the geographic center of the district or area so that all children with these disabilities can be transported on the same bus. The State Department of Education shall not be required to provide separate transportation for children with disabilities.

Z. Transportation will be provided either on state-owned buses or by contract between the State Department of Education and the school district, whichever is most economical to the State.

The following procedure shall be used in requesting transportation:

1. State-Owned Buses - State-owned buses will be assigned when the number of eligible students (usually minimum of 6) live within an area to make a bus route feasible from a time and mileage standpoint. School district officials shall submit a map and route description to the designated representative of the State Department of Education to justify assignment of the bus. Maps and descriptions will be submitted annually in the same manner as for regular bus routes.

2. Contract Transportation - Contract transportation will be limited to pupils who cannot be transported efficiently by state-owned buses. The following procedures will be used in requesting contract transportation:

a. The State Department of Education will be notified of the name of the pupil, location of residence, and school to which such pupil(s) is to be assigned. If it is determined that the pupil or pupils cannot be transported on a bus already assigned to the district or if the number of pupils is insufficient to justify an additional bus, then a contract will be signed between the school district and the parent or other individuals for transportation.

b. Contracts between the school district and parents or other individuals to transport one child will be based on a rate per mile as determined by the State Department of Education and approved by the State Board of Education for each 90 school days. If more than one student is transported, the contract may be used on the rate per vehicle or passenger mile for the actual number of miles traveled.

c. When it is in the best interest of the State, contracts may be written for transporting students who live within 2 miles of the school. The State Board of Education shall establish the funding limitation on the basis of a designated amount of dollars per student for 90 school days.

d. The maximum payment for transportation for any one pupil shall not exceed the amount established annually by the State Board of Education for each 90 school days unless a special exception is approved by the State Board of Education.

e. All proposed contracts must be approved by the State Department of Education prior to commencing transportation. Reimbursement will be from the date of approval.

f. Contract transportation will not be approved if transportation on state-owned buses is more cost effective or productive except when otherwise required by the student's Individual Education Plan. Exceptions may be made in extreme cases upon written recommendation of the affected pupil's licensed medical doctor and the school district and upon approval by the State Department of Education.

AA. Transportation will be provided only during the regular school term not to exceed 180 school days.

BB. Transportation on state-owned buses or by contract of pupils attending multi-district programs or programs conducted by agencies other than the public schools will be provided only if the home district has received approval of "another facilities agreement" from the State Department of Education. This approval must be received prior to commencing transportation. The home district is responsible for securing contracts for transportation routes and for the requisitioning of funds.

CC. Persons contracting to provide transportation must have insurance coverage at least equal to that carried on state-owned buses as required by Section 59-67-710 of the Code of Laws of South Carolina, as amended.

DD. Reimbursement to the district for contracts shall be made at the end of each 90 school days. Request for reimbursement shall be submitted on a form furnished by the State Department of Education. The request for reimbursement shall be pro-rated if pupil attends less than 90 school days.

SECTION II
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SOUTH CAROLINA CODE OF LAWS

56- 5- 190. SCHOOL BUS.

Every motor vehicle that complies with the color and identification requirements set forth in S 59-67-30 and State Board of Education Regulations and Specifications Pertaining to School Buses which is used to transport children to or from public school or in connection with school activities, but not including buses operated by common carriers not exclusively engaged in the transportation of school students and vehicles having school bus markings temporarily removed or covered, is a "school bus".

HISTORY: 1962 Code 46-218; 1952 Code 46-218; 1949 (46) 466.

56- 5-2570. PARKING OF UNATTENDED MOTOR VEHICLE.

No person driving or in charge of a motor vehicle shall permit it to stand unattended without first stopping the engine, locking the ignition, removing the key and effectively setting the brake thereon and, when standing upon any grade, turning the front wheels to the curb or side of the highway.

HISTORY: 1962 Code 46-491; 1952 Code 46-491; 1949 (46) 466.

56- 5-2720. CERTAIN VEHICLES MUST STOP AT ALL RAILROAD GRADE CROSSINGS.

(a) Except as provided in subsection (b), the driver of any vehicle described in regulations issued pursuant to subsection (c), before crossing at grade any tracks of a railroad, shall stop the vehicle within fifty feet, but not less than fifteen feet, from the nearest rail of the railroad and while stopped shall listen and look in both directions along the track for any approaching train and for signals indicating the approach of a train and shall not proceed until he can do so safely. After stopping and upon proceeding when it is safe to do so, the driver of the vehicle shall cross only in such gear of the vehicle that there will be no necessity for manually changing gears while traversing the crossing and the driver shall not manually shift gears while crossing the tracks.

(b) This section shall not apply at:

- (1) Any railroad grade crossing where traffic is controlled by a police officer or human flagman.
- (2) Any railroad grade crossing where traffic is regulated by a traffic-control signal.
- (3) Any railroad grade crossing protected by crossing gages or an alternately flashing light signal intended to give warning of the approach of a railroad train.
- (4) Any railroad grade crossing where an official traffic-control device gives notice that the stopping requirement imposed by this section does not apply.

(c) The State Highways and Public Transportation Commission shall adopt such regulations as may be necessary describing the vehicles which must comply with the stopping requirements of this section. In formulating the

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- (1) Any railroad grade crossing where traffic is controlled by a police officer or human flagman.
- (2) Any railroad grade crossing where traffic is regulated by a traffic-control signal.
- (3) Any railroad grade crossing protected by crossing gages or an alternately flashing light signal intended to give warning of the approach of a railroad train.
- (4) Any railroad grade crossing where an official traffic-control device gives notice that the stopping requirement imposed by this section does not apply.

(c) The State Highways and Public Transportation Commission shall adopt such regulations as may be necessary describing the vehicles which must comply with the stopping requirements of this section. In formulating the

regulations, the commission shall give consideration to the number of passengers carried by the vehicle and the hazardous nature of any substance carried by the vehicle in determining whether the vehicle shall be required to stop. The regulations shall correlate with and so far as possible conform to the most recent regulations of the United States Department of Transportation.

ALSO SEE 59-67- 230.

56- 5-2740. PLACE WHERE DRIVERS SHALL STOP FOR STOP SIGNS.

Every driver of a vehicle approaching a stop sign shall stop before entering the crosswalk on the near side of the intersection or, in the event there is no crosswalk, shall stop at a clearly marked stop line but, if none, then at the point nearest the intersecting highway where the driver has a view of approaching traffic on the intersecting highway before entering the intersection except when directed to proceed by a police officer or traffic-control signal.

HISTORY: 1962 Code 43-474; 1952 Code 46-474; 1949 (46) 466.

Case Notes

Applied in *Spartanburg v Winteres*, 233 SC 526, 105 SE2d 703 (1958).

56- 5-2745. EMERGING FROM ALLEY, DRIVEWAY OR BUILDING.

The driver of a vehicle emerging from an alley, building, private road or driveway within a business or residential district shall stop the vehicle immediately prior to driving on to a sidewalk or onto the sidewalk area extending across the alley, building entrance, road or driveway or, in the event there is no sidewalk area, shall stop at the point nearest the street to be entered where the driver has a view of approaching traffic

56- 5-2770. MEETING, OVERTAKING AND PASSING SCHOOL BUS.

(a) The driver of a vehicle meeting or overtaking from either direction any school bus stopped on the highway shall stop before reaching the bus where there are in operation on the bus flashing red lights specified in State Department of Education Regulations and Specifications Pertaining to School Buses, and the driver shall not proceed until the bus resumes motion or the flashing red lights are no longer actuated.

(b) Every school bus shall be equipped with red or red and amber visual signals meeting the requirements of State Department of Education Regulations and Specifications Pertaining to School Buses, which may be actuated by the driver whenever, but only whenever, the bus is stopped or preparing to stop on the highway for the purpose of receiving or discharging school children. A driver shall not actuate the special visual signal in designated school bus loading areas if the bus is entirely off the roadway.

(c) Every school bus shall bear upon its front and rear plainly visible signs containing the words 'SCHOOL BUS' in letters not less than eight inches in height. When a bus is being operated upon a highway for purposes other than the actual

transportation of children either to or from school or school related activities, all markings indicated 'SCHOOL BUS' shall be covered or concealed.

(d) The driver of a vehicle need not stop upon meeting a stopped school bus:

1. When the bus is in a passenger loading zone completely off the main traveled lanes and when pedestrians are not allowed to cross the roadway.
2. On highways where the roadways are separated by an earth or raised concrete median.

(e) The driver of a vehicle must stop upon meeting or passing a stopped school bus:

1. On any two-lane highway.
2. On any four-lane or multi-laned highway where opposing highway is separated only by painted lines on the roadway or a narrow gravel median.
3. When overtaking a school bus which has red or amber signals actuated.

HISTORY: 1962 Code 46-477; 1952 Code 46-477; 1949 (46) 466, 1950 (46) 2379.

Cross References-

As to school bus passing another school bus, see 59-67-210.

As to use of signal equipment imposing duty to yield right-of-way and stop as prescribed in this section, see 59- 5-4700.

Case Notes

This section (Code 1962 46-477) is mandatory. All motor vehicles must stop and remain stopped before passing any school bus at rest on the highway as provided by this section (Code 1962 46-477). *Fisher v Sheridan Co.*, 182 SC 316, 189 SE 356 (1936).

Vehicles must remain stopped until bus moves on. All motor vehicles, without regard to the direction in which they are traveling, must remain stopped until the children are taken on or discharged, and until such school bus has moved on. *Hunter v Boyd*, 203 SC 518, 27 SE2d 412 (1943).

Attorney General's Opinions

The term "separate roadways," as used in this section (Code 1962 46-477), means roadways which are separated by some physical barrier from other portions of the highway (1971-72 Ops. Atty. Gen., No. 3300, p. 115.)

56- 5-3810. LIMITATIONS ON BACKING.

(a) No driver shall back a vehicle unless such movement can be made with safety and without interfering with other traffic.

(b) No driver shall back a vehicle upon any shoulder or roadway of any controlled access highway.

HISTORY: 1962 Code 46-492; 1952 Code 46-492; 1949 (46) 466.

56- 5-3820. OPERATION OF VEHICLE WHEN DRIVER'S VIEW OR CONTROL OVER DRIVING MECHANISM INTERFERED WITH.

No person shall drive a vehicle when it is so loaded or when there are in the front seat such number of persons, exceeding three, as to obstruct the view of the driver to the front or sides of the vehicle or as to interfere with the driver's control over the driving mechanism of the vehicle. No passenger in a vehicle shall ride in such position as to interfere with the driver's view ahead or to the side or to interfere with his control over the driving mechanism of the vehicle.

HISTORY: 1962 Code 46-493; 1952 Code 46-493; 1949 (46) 466.

56- 5-4700. AUDIBLE SIGNAL DEVICES AND SIGNAL LAMPS FOR AUTHORIZED EMERGENCY VEHICLES, SCHOOL BUSES AND POLICE VEHICLES; RESTRICTIONS ON USE; EFFECT OF USE.

(a) Every authorized emergency vehicle shall, in addition to any other equipment and distinctive markings required by this chapter, be equipped with a siren, exhaust whistle or bell capable of giving an audible signal.

(b) Every school bus and every authorized emergency vehicle shall, in addition to any other equipment and distinctive markings required by this chapter, be equipped with signal lamps mounted as high and as widely spaced laterally as practicable, which shall be capable of displaying to the front two alternately flashing red lights located at the same level and to the rear two alternately flashing red lights located at the same level, and these lights shall have sufficient intensity to be visible at five hundred feet in normal sunlight. Provided, that vehicles of any fire department or funeral home when equipped with a mounted, oscillating, rotating or flashing red light, visible in all directions for a distance of five hundred feet in normal sunlight, shall not be required to have additional signal lamps.

(c) A police vehicle when used as an authorized emergency vehicle may but need not be equipped with alternately flashing red lights as specified herein. Also, such vehicle may in lieu of the alternately flashing red lights be equipped with a special dome-mounted oscillating, rotating, or flashing red or blue light visible from a distance of five hundred feet to the front in normal sunlight; provided, that it shall be unlawful for any person to possess any flashing, oscillating or rotating blue light on any vehicle except one used primarily for law enforcement purposes.

Provided, however, that after January 1, 1967, all police vehicles when used as an authorized emergency vehicle shall then be equipped with dome-mounted, oscillating, rotating or flashing blue lights visible from a distance of five hundred feet.

(d) The alternately flashing lighting described in subsection (b) of this section shall not be used on any vehicle other than an authorized emergency vehicle. Provided, that a school bus may use the alternately flashing red lighting described in subsection (b), or red flashing lights in the rear and amber flashing lights in the front.

(e) The use of the signal equipment described herein shall impose upon drivers of other vehicles the obligation to yield right-of-way and stop as prescribed in 56-5-2360 and 56-5-2770.

HISTORY: 1962 Code 46-544.1; 1966 (54) 2567; 1967 (55) 131; 1970 (56) 2320.

Attorney General's Opinions

Number of red flashing lamps required. Subsection (b) of this section (Code 1962 46-544.1) does not necessarily require four signal lamps. If two lamps would achieve the prescribed effect, such would be sufficient to comply with the law. 1965 Ops. Atty. Gen., No. 2208, p. 352.

Use of portable red flashing lamps. The requirement of subsection (b) of this section (Code 1962 46-544.1) can be met by placing of a portable bar with two signal lamps attached on top of an authorized emergency vehicle where the two lamps are synchronized so as to display two alternately flashing red lights to the front and two to the rear. 1965-66 Ops. Atty. Gen., No. 2208, p. 352.

"Dome-mounted" defined. The term "dome-mounted" used in subsection (c) means that on each police vehicle there should be a blue light that is in the form of a dome, i.e., conical, and that such conically shaped light be placed in an elevated position either on or in such vehicle and visible from a distance of five hundred feet. 1965-66 Ops. Atty. Gen., No. 2087, p. 185.

Unmarked highway patrol cars not required to have dome-mounted blue light. Subsection (c) requiring police vehicles to be equipped with oscillating, dome-mounted blue light does not require unmarked highway patrol vehicles to be equipped with such a light on the roof of such vehicles. 1965-66 Ops. Atty. Gen., No. 2087, p. 185.

Authorized emergency vehicles. There is no authorization for a single dome-mounted oscillating red light for authorized emergency vehicles, 1965-66 Ops. Atty. Gen., No. 2158, p. 289.

Vehicles and boats of the Division of Commercial Fisheries need not be equipped with flashing blue lights. 1965-66 Ops. Atty. Gen., No. 2191A, p. 335.

Section inapplicable to automobiles of members of volunteer fire departments and rescue squads. See 1966-77. Ops. Atty. Gen., No. 2256, p. 64.

56-5-5000. WINDOWS SHALL BE UNOBSTRUCTED; WINDSHIELD WIPERS.

No person shall drive any motor vehicle with any sign, poster or other non-transparent material upon the front windshield, widewings or side or rear windows of such vehicle which obstructs the driver's clear view of the highway or any intersection highway. The windshield on every motor vehicle shall be equipped with a device for cleaning rain, snow or other moisture from the windshield, which shall be constructed as to be controlled or operated by the driver of the vehicle. Every windshield wiper upon a motor vehicle shall be maintained in good working order.

HISTORY: 1962 Code 46-592; 1952 Code 46-592; 1949 (46) 466.

59-67- 10. "SCHOOL BUS" DEFINED.

When used in this article, "school bus" shall be construed to mean every motor vehicle owned by a public or governmental agency and operated for the transportation of children to or from school or privately owned and operated for compensation for the transportation of children to or from school.

HISTORY: 1962 Code 21-791; 1952 Code 21-791; 1942 Code 1626-3; 1937 (40) 367.

Cross References-

As to meeting, overtaking and passing school bus, see 56-5-2770.

Case Notes

Common-Law requirement of due care is not limited. This section (Code 1962 21-791) and following sections relating to school buses contain many provisions in regard to the equipment and operation of such buses, but these provisions do not limit in any way the common-law requirement that due care shall be exercised, or, on the contrary, this article is obviously designed to promote the safety of children using a school bus. *Hunter v Boyd*, 203 SC 518, 28 SE2d 412 (1943).

Driver must select proper place for unloading. A school bus driver is not required to get out of the bus and direct or escort children across the road, but he is not relieved from the responsibility of selecting a reasonably proper place for the unloading of his passenger pupil or pupils. *Hunter v Boyd*, 203 SC 518, 28 SE2d 412 (1943).

59-67-20. REGULATIONS OF STATE BOARD OF EDUCATION GOVERNING DESIGN AND OPERATION OF SCHOOL BUSES.

The State Board of Education, by and with the advice of the State Highway Department, shall adopt and enforce regulations not inconsistent with Chapter 5 of Title 56 to govern the design and operation of all school buses used for the transportation of school children when owned and operated by any school district in this State and such regulations shall by reference be made a part of any such contract with a school district. Every school district, its officers and employees, and every person employed under contract by a school district shall be subject to such regulations. Any officer or employee of any school district who violates any of such regulations or fails to include the obligation to comply with such regulations in any contract executed by him on behalf of a school district shall be guilty of misconduct and subject to removal from office or employment. Any person operating a school bus under contract with a school district who fails to comply with any such regulations shall be guilty of breach of contract and such contract shall be cancelled after notice and hearing by the responsible officers of such school district.

HISTORY: 1962 Code 21-792; 1952 Code 21-792; 1949 (46) 466.

59-67-30. PAINTING AND MARKINGS OF SCHOOL BUSES.

Every State-owned school bus while being used in the transportation of school pupils shall be substantially painted with high visibility yellow paint, conforming and similar to National School Bus Chrome Yellow, and shall display the following markings:

(1) Sides - The words "SOUTH CAROLINA PUBLIC SCHOOLS" in no less than four inch high letters located directly under the windows.

(2) Back - The words "SCHOOL BUS" in letters not less than eight inches high located between the warning signal lamps.

(3) Front - The words "SCHOOL BUS" in letters not less than eight inches high located between the warning signal lamps.

The State Board of Education is hereby authorized to adopt and to enforce whatever additional regulations regarding the painting and marking of school buses which they may deem necessary and proper.

HISTORY: 1962 Code 21-794; 1952 Code 21-794; 1942 Code 1626-3; 1937 (40) 367; 1946 (44) 2583; 1949 (46) 466; 1964 (53) 2067; 1973 (58) 689.

59-67-40. APPLICABILITY OF LAWS AND REGULATIONS TO PRIVATE SCHOOL BUSES.

All school buses owned and operated by a private school or operated under contract for a private school must conform to State laws and regulations of the State Board of Education with respect to painting, lettering on the front and rear of the bus, use of stop arm and warning lights for loading and unloading pupils on the highway, maximum speeds and stopping at railroad crossings.

Buses not complying with these requirements shall be painted a color other than yellow and shall not be entitled to the privileges and protection of a school bus operating on the highways of this State.

HISTORY: 1962 Code 21-794.1; 1967 (55) 651.

59-67-50. REMOVAL OF IDENTIFICATION MARKS FROM FORMER SCHOOL BUSES.

All school buses in this State, when no longer used for school purposes and sold to any person for private or public use, must have all marks of identification showing that these buses were used by schools and school districts removed before private or public use may be made of them. Any person violating the provisions of this section shall be subject to a fine not exceeding twenty-five dollars or imprisonment upon the public works of the county in which the offense is committed for a period of not more than thirty days.

HISTORY: 1962 Code 21-795; 1952 Code 21-795; 1942 Code 1626-4; 1937 (40) 122.

59-67-60. RE-PAINTING OF FORMER SCHOOL BUSES.

Any person who purchases a used school bus must paint it a color other than yellow before operating such bus on the highway. Any person violating the provisions of this section shall be guilty of a misdemeanor and, upon conviction, shall be fined not more than one hundred dollars or imprisoned for not more than thirty days, or both, in the discretion of the court.

HISTORY: 1962 Code 21-795.1; 1956 (49) 1686.

59-67-70. DUAL WHEELS.

County boards of education may at their discretion require that all replacement or new buses, placed in service in their respective counties, shall be equipped with dual wheels.

HISTORY: 1962 Code 21-797; 1952 Code 21-797; 1942 Code 1626-3; 1937 (40) 367.

59-67-80. WINDSHIELD WIPER, BRAKES, LIGHTS AND REAR VIEW MIRRORS.

Every school bus shall be equipped with a power-driven windshield wiper, adequate brakes and efficient lights which shall at all times when in use be in good working order and also with a rear view mirror or mirrors of such dimension as will enable the driver, from the driver's seat, to see reflected in them not only the occupants of the vehicle but also the road to the left and to the rear of the vehicle for a proper distance adequately to observe traffic in his rear.

HISTORY: 1962 Code 21-797; 1952 Code 21-797; 1942 Code 1626-3; 1937 (40) 367.

59-67-90. GASOLINE TANKS.

The gasoline tank of every school bus shall be filled, vented and located entirely outside of that part of the school bus utilized for carrying passengers.

HISTORY: 1962 Code 21-798; 1952 Code 21-798; 1942 Code 1626-3; 1937 (40) 367.

59-67-100. SEATING SPACE; AISLE, SEATS, NUMBER AND LOCATION OF PUPILS.

Sufficient seating space shall be provided so far as practicable for each passenger transported inside each school bus, no aisle in the school bus shall be less than twelve inches in width and all seats shall be securely fastened to the floor or body of the vehicle. All pupils must be within the body of the bus at all times while the bus is in motion. They shall not be permitted to ride on the running boards or in any other place outside the bus, nor shall they be permitted to ride with heads or arms protruding through open windows. Commencing with the 1974-75 school year, the number of pupils transported on a school bus shall not exceed by more than ten

percent the manufacturer's rated seating capacity of such bus; and by the school year 1975-76, seating space shall be provided for each pupil transported. Provided, however, that a limited number of standees may be permitted until the bus routes can be adjusted to accommodate the overload but not to exceed twenty school days.

HISTORY: 1962 Code 21-799; 1952 Code 21-799; 1942 Code 1626-3; 1937 (40) 367; 1956 (49) 1668; 1974 (58) 2841.

59-57-110. FRONT ENTRANCE-EXIT; EMERGENCY EXIT.

Every school bus shall be provided with a front entrance-exit on the right side of the vehicle and a rear emergency exit or door, conspicuously marked on the inside "emergency door" and equipped with a fastening device capable of being quickly released in emergency but entirely safe from accidental opening upon the application of any pressure from within the bus. Except in the event of an emergency, no person shall be allowed to enter or leave the bus by any other than the front entrance-exit.

HISTORY: 1962 Code 21-800; 1952 Code 21-800; 1942 Code 1626-3; 1937 (40) 367.

59-67-120. TAMPERING WITH GOVERNORS PROHIBITED.

It shall be unlawful for any person, other than authorized mechanics, to tamper with governors on school buses operated in this State. Any person violating the provisions of this section shall be guilty of a misdemeanor and, upon conviction, shall be fined the sum of one hundred dollars or be imprisoned for a term of thirty days.

HISTORY: 1962 Code 21-801; 1953 (48) 198.

59-67-130. INSPECTION OF ROAD CONDITIONS ON BUS ROUTES; REPORTING HAZARDS.

Prior to the opening of school each year, each school superintendent shall be responsible for inspecting the road conditions of all designated bus routes including school property and all conditions deemed to be hazardous shall be reported, in writing, to the State-employed county transportation supervisor who shall verify any such hazardous conditions and report them, in writing, to the proper municipal, county, or State official who shall be responsible for taking corrective action.

HISTORY: 1962 Code 21-804; 1974 (58) 2311.

**59-67-140. INSPECTION OF ROAD CONDITIONS ON BUS ROUTES;
DUTIES OF DRIVERS.**

During the school year, each school bus driver shall report, in writing, to the proper school official any hazardous road conditions on his routes. The school official shall forward such reports to the county transportation supervisor who shall follow the procedure required of him in 59-67-130.

HISTORY: 1962 Code 21-805; 1974 (58) 2311.

**59-67-150. QUALIFICATIONS OF BUS DRIVER; DRINKING OR
SMOKING ON BUS.**

The driver of each school bus must be an experienced driver of good moral habits, and neither he nor any pupil nor any other person shall use alcoholic liquors or smoke any cigar, cigarette, pipe, tobacco or other substance in such vehicle during the time he is operating the same as a school bus.

HISTORY: 1962 Code 21-807; 1952 Code 21-807; 1942 Code 1626-3; 1937 (40) 367; 1946 (44) 1341.

59-67-160. REPEALED BY 1978 ACT NO. 622 1, EFF. JULY 23, 1978.

59-67-170. REPEALED BY 1978 ACT NO. 622 2, EFF. JULY 23, 1978.

69-67-180. GENERAL SUPERVISION OF BUS BY DRIVER.

The driver of every school bus while the bus is being used as such shall have general supervision of it and shall not permit or allow any person in the bus to occupy such a position as will interfere with the vision of the driver either to the front, either side or rear of the vehicle while it is in motion.

HISTORY: 1962 Code 21-811; 1952 Code 21-811; 1942 Code 1626-3; 1937 (40) 367.

**59-67-190. DRIVER PROHIBITED FROM LEAVING BUS WHILE
ENGINE IS RUNNING.**

No driver or operator of a school bus shall leave the bus while the engine is running.

HISTORY: 1962 Code 21-812; 1952 Code 21-812; 1942 Code 1626-3; 1937 (40) 367.

**59-67-200. COMPLETE STOP TO RECEIVE OR DISCHARGE
PASSENGER REQUIRED.**

Each school bus come to a complete stop with clutch disengaged before a passenger is permitted to alight or enter.

HISTORY: 1962 Code 21-813; 1952 Code 21-813; 1942 Code 1626-3; 1937 (40) 367.

Cross References-

As to meeting, overtaking and passing school buses, see 56-5-2770.

**59-67-210. SCHOOL BUS PASSING ANOTHER SCHOOL BUS
UNLAWFUL.**

It shall be unlawful for any person operating a school bus to pass another school bus unless the lead bus is in a stopped position and the driver of the lead bus has signaled to the operator of the bus in the rear that it is safe to pass. Any person violating the provisions of this section shall be guilty of a misdemeanor and, upon conviction, shall be fined the sum of one hundred dollars or be imprisoned for a term of thirty days.

HISTORY: 1962 Code 21-813.1; 1953 (48) 200.

**59-67-220. FILLING GASOLINE TANK WHILE ENGINE IS RUNNING
OR PUPILS ARE ON BUS PROHIBITED.**

No gasoline tank on or in any vehicle used as a school bus shall be filled while engine is running or, except in an emergency, when there are pupils in the bus.

HISTORY: 1962 Code 21-814; 1952 Code 21-814; 1942 Code 1626-3; 1937 (40) 367.

**59-67-230. DRIVER REQUIRED TO STOP BEFORE CROSSING
RAILROAD TRACK.**

The operator of any school bus shall, before crossing at grade any tracks of any railroad, bring his vehicle to a full and complete stop within not less than fifteen feet nor more than fifty feet from the rail of the tract nearest to the front of such vehicle and shall, after such stop, ascertain if it is safe to proceed before crossing such tracks.

HISTORY: 1962 Code 21-815; 1952 Code 21-815; 1942 Code 1626-3; 1937 (40) 367; 1972 (57) 2492.

59-67-240. OTHER DUTIES AND DISCIPLINARY POWERS OF DRIVER.

The driver of each school bus shall cooperate with the teachers in their work in the school to which he is transporting pupils by being on time in the mornings and waiting in the afternoons until all his pupils are dismissed by the school faculty and safely aboard his bus. He also shall take particular notice along his route in the morning and give pupils within sight a reasonable time in which to board his bus. The driver shall be responsible for maintaining good conduct upon his bus and shall report promptly to the governing head of the school to or from which the pupils are transported any misconduct or any violation of the driver's instructions by any person riding in his bus.

District boards of school trustees in this State may authorize school administrators to suspend or expel pupils from riding a school bus for misconduct on the bus or for violating instructions of the driver.

HISTORY: 1962 Code 21-816; 1952 Code 21-816; 1946 (44) 1341.

59-67-245. INTERFERENCE WITH OPERATION OF SCHOOL BUS PENALTIES.

No person shall willfully and wrongfully interfere with the operation of a school bus, either public or private, by boarding, restricting movement or using threats, either physical or verbal, to the driver or any passenger while the bus is engaged in the transportation of pupils to and from school or any lawful school activity or while passengers are entering or leaving the bus nor shall any person willfully fail or refuse to obey a lawful order of a school bus driver relating to the occupancy of a school bus. The use of threatening, obscene or profane language addressed to the driver or any passenger entering, leaving or waiting for a school bus is disorderly conduct and any person convicted for the use of such language shall be punished as provided in 16-17-530. Nothing contained herein shall be interpreted to infringe upon the powers and duties of duly constituted authorities.

59-67-250. POSTING OF COPIES OF RELEVANT STATUTES.

The trustees of the various school districts shall cause to be posted in each school bus operating within their district at least two copies of 59-67-240, and the Superintendent of Education of this State shall furnish a sufficient number of copies of said section to the various school districts to the end that the provisions of this section may be complied with.

HISTORY: 1962 Code 21-817; 1952 Code 21-817; 1946 (44) 1341.

59-67-260. CHECK OF SCHOOL BUS OPERATION BY STATE HIGHWAY DEPARTMENT.

The State Highway Department shall have the operation of school buses spot checked periodically and report all infractions of the laws or misconduct of any kind on the part of the drivers to the chairman of the board of trustees of the school that may be affected thereby.

HISTORY: 1962 Code 21-818; 1953 (48) 201.

59-67-270. INSPECTION OF BUSES.

All school buses shall be subject to inspection at any time or place by officers of the State Highway Patrol or inspection forces. No school bus shall continue in operation in the transportation of pupils when found to be unsafe until the unsafe conditions disclosed by such inspection shall have been corrected.

HISTORY: 1962 Code 21-819; 1952 Code 2-819; 1942 Code 1626-3; 1936 (40) 367.

59-67-280. PENALTIES

The doing of anything prohibited by this article or failing to do anything required by this article shall be a misdemeanor, punishable by a fine of not more than one hundred dollars or imprisonment in the county jail for not less than five nor more than thirty days.

HISTORY: 1962 Code 21-820; 1952 Code 21-820; 1942 Code 1626-3; 1937 (40) 367.

59-67-290. NEGLIGENCE OR CARELESSNESS OF DRIVER NOT IMPUTABLE TO PASSENGERS.

The negligence or carelessness of the driver of any motor-driven vehicle used for the transportation of children to and from school shall not be imputed to the passengers on such vehicle.

HISTORY: 1962 Code 46-802; 1952 Code 46-802; 1942 Code 1626; 1932 Code 1626; 1928 (35) 1320; 1938 (40) 1599.

59-67-410 CONTROL BY STATE BOARD OF EDUCATION OF SCHOOL BUS TRANSPORTATION.

The control and management of all school bus transportation in the State shall be vested in the State Board of Education.

HISTORY: 1962 Code 21-833; 1952 Code 21-833; 1951 (47) 546.

59-67-420. EXTENT OF TRANSPORTATION TO BE PROVIDED.

It is declared to be the policy of the State, acting through the State Board of Education, to assume no obligation to transport any child to or from school who lives within one and one-half miles of the school he attends, nor to provide transportation services extending within a one-half mile radius of the residence of any child, nor to furnish transportation for any child who attends a grade in a school outside the pupil's district when the same grade is taught in an appropriate school that is located within the school district in which the pupil lives. The cost of transporting pupils to regularly organized instructional classes in the district or attendance area for which school credit is given must be borne by the State. The cost of transportation for new programs conducted by the school districts must be borne by the school district until such time as the program is approved by the State Board of Education and adequate funding for the cost of transportation for the programs is arranged.

Notwithstanding the policy stated in the above paragraph, the State may assume the obligation of transporting students living within one and one-half miles of their schools and within a one-half mile radius of their residences when it is for the health and safety of the children. In these cases, the local school district may apply in writing to the State Department of Education for the department to assume the transportation for the health and safety of the children involved. After examining the request, the State Department shall render a decision on each application based on the location of the schools in relation to students' homes, the traffic patterns on adjacent roads, the existence of sidewalks, and other factors as may be considered pertinent.

Notwithstanding the policy stated in the first paragraph of this section, the State shall transport and bear the cost of transporting five-year old children attending public school kindergarten programs to their residences at the conclusion of a morning kindergarten session and from their residences to an afternoon kindergarten session.

HISTORY: 1977 Act No. 85; 1978 Act No. 644, Part II, 6A, apparently effective July 24, 1978.

59-67-425. TRANSPORTATION OF CHILDREN ATTENDING CHILD DEVELOPMENT PROGRAMS.

Three, four, or five-year old children attending public school-sponsored kindergarten or child development programs must be permitted to ride state-owned buses to the extent funds are made available by the General Assembly or as long as transportation services may be provided at no additional cost to the State.

HISTORY: 1980 Act No. 519, Part II, 9, effective June 23, 1980.

59-67-430. ADOPTION OF PURCHASING SYSTEM FOR NEW BUSES.

The Board shall adopt a purchasing system for new buses similar to that used by the State Highway Department for the purchase of its equipment.

HISTORY: 1962 Code 21-836; 1952 Code 21-836; 1951 (47) 546.

59-67-440. BOARD MAY BORROW FROM DIVISION OF SINKING FUNDS AND PROPERTY TO EFFECT PURCHASES OF SCHOOL BUS EQUIPMENT.

The State Board of Education is empowered to borrow, and the Division of Sinking Funds and Property is empowered and directed to lend to the State Board of Education, such sums of money as the State Board of Education shall require to enable it to effect purchases of school bus equipment, provided, that, the aggregate of such indebtedness to be outstanding shall not at any time exceed one million five hundred thousand dollars. The indebtedness shall be repayable not later than one year from the occasion that it shall be incurred only to the extent that the aggregate of such indebtedness, plus the other indebtedness incurred pursuant to Article 5 of Chapter 71 of this Title for school bus equipment, shall not exceed, on the date that such indebtedness shall mature, the limit prescribed by 59-71-420 for outstanding bonded indebtedness incurred for the purpose of school bus equipment, it being intended that notwithstanding that the aggregate of indebtedness prescribed for school bus equipment may be increased through the incurring of indebtedness pursuant to this section to an extent which may, on the occasion that the short term indebtedness herein authorized shall be incurred, exceed the limit prescribed for bonded debt to be outstanding for school bus equipment, the limit established by 59-67-420 shall not be otherwise exceeded.

HISTORY: 1962 Code 21-837; 1959 (51) 606.

59-67-450. FORM OF INDEBTEDNESS; INTEREST; PAYMENT.

The indebtedness incurred pursuant to 59-67-440 shall be in such form and shall bear such rate of interest as may be agreed upon between the State Budget and Control Board and the State Board of Education.

For the payment of the indebtedness and the interest to accrue thereon, the principal proceeds of the next bonds to be issued pursuant to Article 5 of Chapter 71 of this Title for school purposes shall be pledged and on the occasion that such further school bonds shall be issued pursuant thereto, sufficient of the proceeds thereof shall be used to retire such indebtedness, both principal and interest.

HISTORY: 1962 Code 21-837.1; 1959 (51) 606.

59-67-460. CONTRACTS FOR TRANSPORTATION SERVICES WITH PRIVATE INDIVIDUALS OR CONTRACTORS: STATE AID.

Any county board of education may at any time contract for any part or all of its transportation services with private individuals or contractors for the furnishing of such services. In any such instance the county board of education shall execute the contracts. The county board shall be responsible for the payment of all sums due under the contracts so entered into and shall receive aid from the State for pupils thus transported only on the basis of the average per pupil operating cost of State-owned equipment for the current year as determined by the State Board of Education.

The Board may enter into agreements with county boards of education whereby pupils living in isolated areas may be transported by special arrangements when such transportation can be provided at lower cost than by operating a regular bus route.

HISTORY: 1962 Code 21-838; 1952 Code 21-838; 1951 (47) 546; 1953 (48) 3.

Case Notes

Cited in *Sanders v Jasper County Board of Education*, 233 SC 414, 105 SE2d 201 (1958).

59-67-470. BUS DRIVERS; SELECTION, ELIGIBILITY; TRAINING AND CERTIFICATES.

The school bus drivers, whether students or adults, shall be selected and employed by the respective boards of trustees of the school districts, subject to the approval of the respective county boards of education. No person under sixteen years of age shall be eligible for consideration as a bus driver.* Before being employed, all prospective drivers shall be examined by the State Board of Education to determine their competency. The State Board of Education shall provide a rigid school bus driver training course and issue special "school bus driver's certificates" to successful candidates. No person shall be authorized to drive a school bus in this State transporting children, whether the bus be owned by the State, by a local school agency, or by a private contractor, who has not been so certified by the State Board of Education. All school bus driver certificates shall be renewed every three years. Drivers who have certificates issued prior to September 1962, must enroll and satisfactorily complete bus driver training courses prior to September 1965, and each three years thereafter. Local school superintendents shall supervise the conduct of pupils being transported and of school bus drivers. When any person is relieved of his duties as a bus driver, for just cause, the local school superintendent shall require the driver to turn in his school bus driver certificate which shall be forwarded to the State Board of Education. A certificate may be reissued to such a driver at a later date upon approval of the local superintendent and the State Board of Education. The provisions of this section shall not apply to private schools.

(* The United States Department of Labor discontinued granting an exemption for 16- and 17-year-olds effective June 30, 1987.)

HISTORY: 1962 Code 21-839; 1952 Code 21-839; 1951 (47) 546; 1953 (48) 350; 1964 (53) 2097; 1965 (54) 649.

Cross References-

As to other provisions as to qualifications of school bus drivers, see 59-67-150, 59-67-160, 59-67-170.

ATTORNEY GENERAL'S OPINIONS

Upon the declaration of a state of emergency and for its duration, the Governor is authorized to order the use of State-owned school buses in emergency operations and the normal required qualifications and certification of school bus drivers would be inapplicable. These persons or agencies which might be held responsible for injuries or damages sustained by others as a result of the operation of such buses would necessarily depend upon the peculiar facts and circumstances of each and upon an interpretation of existing statutes. The Department of Education

could seek reimbursement for unbudgeted disaster expenses incurred in operating such buses where circumstances neither permitted nor justified Federal aid. 1975-76 Op. Atty. Gen., No. 4255, p. 59.

59-67-480. SALARIES OF DRIVERS OF STATE-OWNED BUSES.

Salaries of school bus drivers of State-owned buses shall be fixed annually by the General Assembly.

HISTORY: 1962 Code 21-839.1; 1952 Code 21-839.1; 1951 (47) 546, 710; 1964 (53) 2099.

59-67-490. PROPOSED ROUTES SHALL BE SUBMITTED TO BOARD OF EDUCATION ANNUALLY; APPROVAL.

The boards of trustees of each district shall make a thorough study of transportation needs each year, and shall submit proposed route descriptions in accordance with the limitations of 59-67-420 and approved by county school authorities to the State Board of Education annually. All routes served by State-owned equipment shall be subject to the approval of the Board and the local board of trustees; no such equipment shall be operated except upon routes so approved.

HISTORY: 1962 Code 21-839.2; 1952 Code 21-839.2; 1952 (47) 546; 1964 (53) 2164.

59-67-500. ROUTES OF BUSES OWNED AND OPERATED BY LOCAL SCHOOL AGENCIES.

The Board shall have no jurisdiction over the routing of buses owned and operated by local school agencies whether directly or by contract.

HISTORY: 1962 Code 21-839.3; 1952 Code 21-839.3; 1951 (47) 546.

59-67-510. USE OF TRANSPORTATION EQUIPMENT FOR SPECIAL EVENTS AND OTHER EDUCATIONAL PURPOSES.

County boards of education may permit the use of school bus equipment for transportation in connection with athletic events, boys' and girls' clubs, special events in connection with the schools and such other educational purposes as may appear proper to the respective boards.

HISTORY: 1962 Code 21-839.4; 1952 Code 21-839.4; 1951 (47) 546.

ATTORNEY GENERAL'S OPINIONS

School buses may be used to transport pupils participating in "Head Start" programs where the respective county boards of education determine that such programs are a proper educational purpose and provided that such programs are conducted and sponsored by school authorities. 1964-65 Ops. Atty. Gen., No. 1863, p. 126.

59-67-515. SPEED LIMIT FOR PUBLIC SCHOOL BUSES

No public school bus may be operated in this State in excess of forty-five miles an hour, except when traveling on a highway with a posted maximum speed limit above fifty-five miles an hour, or when traveling to and from special events which necessitate travel on interstate or state primary highways. Special event variances from the authorized speed limit for public school buses must be obtained by written authorization from the Department of Education. In no instance may the public school bus be authorized to exceed the speed of fifty-five miles an hour. Public school buses are not required to have devices to govern the speed or operation of the vehicles.

Provisions repealed. Section 59-67-525 of the 1976 Code is repealed.

59-67-520. TRANSPORTATION OF HANDICAPPED PERSONS.

Notwithstanding the provisions of 59-33-50, 59-67-420 and 59-67-510, the State Department of Education shall have the responsibility for transporting handicapped persons of lawful school age to and from the nearest school in which a handicapped pupil has been assigned. Additionally, when a school district is providing classes for handicapped persons between the ages of five and twenty-one, and when a cost reduction will result, the Department may enter into a reciprocal agreement with the facility whereby certain handicapped persons between the ages of five and twenty-one years may be transported on buses not owned by the Department and certain handicapped persons under age five and over age twenty-one may be transported on Department-owned buses.

HISTORY: 1980 Act No. 406, eff. May 19, 1980.

59-67-525. REPEALED (SEE 59-67-515)

**59-67-530 EXPENSES OF OPERATION OF STATE AND
LOCALLY-OWNED BUSES.**

The Board shall be responsible for all expenses of operation of State-owned buses and for the replacement of obsolete equipment. The State shall assume no obligation whatever for the expenses of operating buses owned by local or county school agencies, except as provided in 59-67-460.

HISTORY: 1962 Code 21-839.5; 1952 Code 21-839.5; 1951 (47) 546.

**59-67-535. USE OF BOATS OPERATED BY STATE DEPARTMENT OF
EDUCATION TO TRANSPORT BLIND, ELDERLY
OR DISABLED PERSONS.**

Boats operated by the State Department of Education for transportation of school children from islands to mainland schools may also be used to transport, on a space available basis only, any South Carolina resident who is over fifty-five years of age or disabled or legally blind as defined in 43-25-20 of the 1976 Code. A person requesting boat transportation shall present his medicare card or other card approved by the South Carolina Commission on Aging to the employee of the State Department of Education who is in charge of the particular boat, and a person who is disabled or legally blind shall present to such person in charge of the boat a certificate to that effect from a licensed doctor of medicine or an official of an agency authorized by law to make determination of disability or blindness.

The term "disabled" as used herein shall mean the inability to perform substantial gainful employment by reason of a medically determinable impairment, either physical or mental, which has lasted or is expected to last for a continuous period of twelve months or more.

Use of such boats by residents who are over fifty-five years of age or who are disabled or blind shall be only on a space available basis and only at such time as the boat is being otherwise operated on official business. School children shall in every case be given priority of carriage. Provided, that special trips on such boats may be approved by the County Board of Education, in which case all costs shall be borne by the users.

Any person authorized for transportation pursuant to the provisions of this section shall, prior to boarding, execute a "covenant not to sue" the State of South Carolina or any agency thereof, on a form approved by the State Department of Education.

Nothing in this section shall be construed as a waiver of the State's general immunity from liability and suit.

The benefits provided by the provisions of Article 3, Chapter 77 of Title 15 and Article 5, Chapter 67 of Title 59 shall not be available to persons authorized to be transported pursuant to the provisions of this section.

HISTORY: 1981 Act No. 51, 1, eff. May 5, 1981.

**59-67-540. SUPPLIES AND MAINTENANCE OF STATE-OWNED
BUSES; MAINTENANCE AND SUPPLY STATIONS.**

The State Highway Department shall be responsible for providing all supplies required for the operation of State-owned school buses and for maintaining them in efficient and safe mechanical condition. The Department shall be reimbursed periodically by the State Board of Education for expenditures incident to the operation and maintenance of buses, but no charge by, or reimbursement to, the Highway Department shall be made except to cover direct and additional expenses incurred by the Department on account of the performance of this service. Provided, however, that the Board of Education shall have authority to establish and operate maintenance and supply stations, on an experimental or permanent basis, if

it should be determined to be of advantage to the State, and in connection therewith to acquire real property by purchase or lease.

HISTORY: 1962 Code 21-839.6; 1952 Code 21-839.6; 1951 (47) 546; 1958 (50) 1721.

59-67-550. INSTALLMENT PURCHASE OF MAINTENANCE SHOPS.

The State Board of Education is authorized to enter into an installment payment agreement with any political subdivision offering to convey real property to the Board for use as a school bus maintenance shop, whereby payments for such property may be extended over a period of not more than ten years.

HISTORY: 1962 Code 21-839.7; 1959 (51) 599.

59-67-560. SALE OF USED SCHOOL BUSES.

Repealed by 1981 Act No. 148, 14, eff. July 30, 1981.

59-67-570. RULES AND REGULATIONS.

The State Board of Education may adopt such rules and regulations as may be necessary to carry out the intent and purposes of this article. Such rules and regulations shall have the full force of and effect of law. But rules and regulations that affect the functions of the State Highway Department under this article or operation of buses on the highways shall be adopted only jointly with the Highway Department.

HISTORY: 1962 Code 21-839.9; 1952 Code 21-839.7; 1951 (47) 546.

Cross References-

As to rules and regulations promulgated under authority of this section, see Rules and Regulations, State Board of Education.

59-67-710. CONTRACTS OF INSURANCE ON STATE-OWNED SCHOOL BUSES.

SECTION 4. Section 59-67-710 of the 1976 Code, as last amended by Act 215 of 1977, is further amended to read:

"Section 59-67-710.

- (1) The Director of the Division of General Services, with the approval of the State Budget and Control Board, shall provide insurance coverage on all state-owned school buses which are operated under the authority of, and which are being used for the purposes of, Article 3 of this chapter. Such insurance contracts shall be provided either through commercial carriers or through the insurance reserve funds of the Division of General Services. The insurance contracts shall provide at least the following benefits:

- (a) for the lawful occupant of any such school bus who suffers bodily injuries or death, a death benefit of not less than fifty thousand dollars;
 - (b) for the lawful occupant of any such school bus who suffers bodily injuries, an amount sufficient to defray the cost of hospitalization, surgery, dentistry, medicine, and all other medical expenses up to three thousand dollars or such amount as promulgated by regulation of the Department of Education;
 - (c) additional coverage must also be provided for the following named perils:
 - (i) for the loss of both hands or both feet or sight of both eyes, fifty thousand dollars;
 - (ii) for loss of one hand and one foot, thirty thousand dollars;
 - (iii) for loss of either hand or foot and sight of one eye, thirty thousand dollars; and
 - (iv) for loss of either hand or foot or sight of one eye, thirty thousand dollars.
- (2) The benefits provided for in subsection (1) shall exist without regard to fault or negligence. The insurance shall cover any accident which occurs:
- (a) while getting on a school bus;
 - (b) while riding within a school bus;
 - (c) by being thrown from within a school bus;
 - (d) while getting off a school bus;
 - (e) by being run down, struck, or run over while crossing a public highway while approaching or leaving a school bus at the point of loading or unloading; or
 - (f) by being run down, struck, or run over by any moving vehicle while en route between home and the point of loading or en route between the point of unloading and home.
- (3) (a) For any action of claim for damages brought under the provisions of Chapter 78 of Title 15 of the 1976 Code, the liability shall not exceed the following limits:
- (i) No person shall recover in any action or claim brought hereunder for bodily injury or death a sum exceeding two hundred fifty thousand dollars because of loss arising from a single occurrence regardless of the number of agencies or political subdivisions involved.
 - (ii) The total sum recovered hereunder arising out of a single occurrence shall not exceed five hundred thousand dollars regardless of the number of agencies or political subdivisions or claims or actions involved; provided, the provisions of this section shall in no way limit or modify the liability of a licensed physician or dentist.

- (b) No award for damages under Chapter 78 of Title 15 of the 1976 Code may include punitive or exemplary damages or interest prior to judgment.
- (c) The insurance required by this section shall contain sufficient coverage for the provisions of this item.
- (d) Any recovery from the State or governmental entity shall be reduced by the sum received pursuant to subsections (1)(a) and (c) and (2) of this section. In any recovery from a third party, the State shall have a right of subrogation for recovery of payments pursuant to this section."

HISTORY: 1962 Code 21-840; 1953 (48) 3, 396; 1959 (51) 287; 1968 (55) 3027; 1974 (58) 2335.

Cross References-

As to regulation of insurance, generally, see Title 38.

Case Notes

Types of coverage- As no fault insurance under Code 1962 21-840 (1)(a) (Code 1976 59-67-710 (1)(a)) covers only persons injured while using a school bus, a plaintiff injured when a school bus hit rear of the automobile in which plaintiff was a passenger was entitled to payment out of liability policy issued under Code 1962 21-840 (1)(b) (Code 1976 59-67-710 (1)(b)). *Steinmeyer v Nationwide Mut. Ins. Co.* (1977, SC) 235 SE2d 131.

Attorney General's Opinions

Approval of applications of self-insurers and approval of the medical fee schedule are judicial functions and duties of the Judicial Department of the Industrial Commission. The Industrial Commission also administers the fund set aside for major medical benefits to school bus passengers in excess of those benefits provided in Code 1962 21-840 (1)(a). (Code 1976 59-67-710 (1)(a)). 1974-75 Op. Atty. Gen., No. 3937, p. 19.

59-67-720. PAYMENT OF PREMIUMS.

The premiums on all insurance contracts procured under the authority of 59-67-710 shall be paid out of the annual appropriation for transportation operated by the State Board of Education. Such premiums shall be considered a part of the general expenses of operating school bus transportation.

HISTORY: 1962 Code 21-840.1; 1953 (48) 396.

**59-67-730. COUNTIES AND OTHER POLITICAL SUBDIVISIONS
PROHIBITED FROM PROVIDING
SUPPLEMENTAL BENEFITS ON STATE-OWNED
BUSES.**

No county or other political subdivision shall supplement the benefits provided in this article by the procuring of insurance or by any other means on State-owned buses.

HISTORY: 1962 Code 21-840.2; 1953 (48) 396.

59-67-740. CONTRACTS OF INSURANCE ON COUNTY AND DISTRICT-OWNED AND CONTRACT BUSES.

County and district boards of education owning school buses are directed to provide the same insurance coverage for the lawful occupants of a county or district-owned bus as is provided for the lawful occupants of a State-owned school bus under 59-67-710. County and district boards of education are further directed to see that this same insurance coverage is provided for all lawful occupants of any contract vehicle operated under contract with such county and district boards of education.

HISTORY: 1962 Code 21-840.3; 1953 (48) 396.

59-67-760. WAIVER OF CLAIM AGAINST BUS DRIVER.

The acceptance of any payment or the bringing of any section authorized by this article shall constitute a waiver of any liability that might otherwise exist on the part of the driver of any State-owned school bus operated under the authority of Article 3 of this chapter.

HISTORY: 1962 Code 21-840.5; 1953 (48) 396.

59-67-765. WAIVER OF SOVEREIGN IMMUNITY UP TO LIMITS OF INSURANCE COVERAGE.

For the purpose of this article, the doctrine of sovereign immunity for the State is hereby waived up to the limits of the insurance coverage specified therein.

HISTORY: 1977 Act No. 215 3.

59-67-770. STATE'S IMMUNITY NOT WAIVED.

Nothing in this article shall be construed as a waiver of the State's general immunity from liability and suit beyond the limits of the insurance coverage specified therein.

HISTORY: 1977 Act No. 215 4.

Effect of Amendments-

The 1977 amendment inserted the words "beyond the limits of the insurance coverage specified herein" at the end of this section.

59-67-780. RULES AND REGULATIONS.

The Director of the Sinking Funds and Property Division of the State Budget and Control Board may promulgate any rules or regulations or set up any procedure which will, in his judgment, clarify the provisions or facilitate the purposes of this article.

HISTORY: 1962 Code 21-840.7; 1953 (48) 396.

59-67-790. MAJOR MEDICAL BENEFITS FUND.

SECTION 5. Section 59-67-790 of the 1976 Code, as last amended by Act 215 of 1977, is further amended to read:

"Section 59-67-790. There is hereby created a fund to be administered by the Director of the Division of General Services to provide major medical benefits for bodily injuries to school bus passengers when the cost exceeds the benefits provided for in subsection (1)(a) of Section 59-67-710 of the 1976 Code. No claim shall exceed fifty thousand dollars for any one person for any one accident.

The Director of the Division of General Services shall pay into the Pupil Injury Insurance Fund that portion of the premiums charged to the State Department of Education for providing insurance covering buses he deems necessary to maintain the Pupil Injury Insurance Fund at an actuarially sound level sufficient to pay the benefits authorized by this section.

No payment from the Pupil Injury Insurance Fund shall be permitted when other insurance benefits or workers' compensation is available to pay such cost or where no charge is made for treatment. Whoever shall file a claim for payment from the Pupil Injury Insurance Fund shall at the same time file an affidavit swearing under oath that the requested claim is not covered by other insurance benefits or workers' compensation to be received for the claim; provided, this shall not apply to any injured school bus passenger who receives, for bodily injuries, an amount not exceeding three thousand dollars under Section 59-67-710(1)(b) of the 1976 Code.

Any recovery from the State or governmental entity under Chapter 78 of Title 15 of the 1976 Code shall be reduced by the sum received pursuant to this section. In any recovery from a third party, the State shall have a right of subrogation for recovery of payments pursuant to this section.

The Director of the Division of General Services, with the approval of the State Budget and Control Board, shall promulgate such rules and regulations as may be necessary to carry out the provisions of this section."

HISTORY: 1977 Act No. 215 2.

Effect of Amendments-

The 1977 amendment substantially revised this section.

Attorney General's Opinions

Approval of applications of self-insurers and approval of the medical fee schedule are judicial functions and duties of the Judicial Department of the Industrial Commission. The Industrial Commission also administers the fund set aside for major medical benefits to school bus passengers in excess of those benefits provided in Code 1972 21-840 (1)(a) (Code 1976 59-67-710 (1)(a)). 1974 Ops. Atty. Gen., No. 3937, p. 19.

SECTION III

SOUTH CAROLINA COMMERCIAL DRIVER LICENSE ACT

(R230, H3932)

AN ACT TO AMEND CHAPTER 1, TITLE 56, CODE OF LAWS OF SOUTH CAROLINA, 1976, BY ADDING ARTICLE 13 SO AS TO ENACT THE SOUTH CAROLINA COMMERCIAL DRIVER LICENSE ACT.

Be it enacted by the General Assembly of the State of South Carolina:

Purpose

SECTION 1. The purpose of this article is to implement the federal Commercial Motor Vehicle Safety Act of 1986 (CMVSA) (Title XII of Public Law 99-570) and reduce or prevent commercial motor vehicle accidents, fatalities, and injuries by:

- (1) permitting drivers to hold only one license;
- (2) disqualifying drivers for certain criminal offenses and serious traffic violations; and
- (3) strengthening licensing and testing standards.

South Carolina Commercial Driver License Act

SECTION 2. Chapter 1, Title 56 of the 1976 Code is amended by adding:

Article 13

South Carolina Commercial Driver License Act

Section 56-1-2010.

This article may be cited as the South Carolina Commercial Driver License Act.

Section 56-1-2020.

This article is a remedial law and must be construed liberally to promote the public health, safety, and welfare. To the extent that this article conflicts with general driver licensing provisions, this article prevails. Where this article is silent, the general driver licensing provisions apply.

Section 56-1-2030.

As used in this article:

- (1) "Alcohol" means a substance containing any form of alcohol including, but not limited to, ethanol, methanol, propanol, and isopropanol.
- (2) "Alcohol concentration" means:
 - (a) the number of grams of alcohol for each one hundred milliliters of blood; or
 - (b) as determined by the South Carolina Law Enforcement Division for other bodily fluids.
- (3) "Commercial driver license" means a license issued in accordance with the requirements of the Commercial Motor Vehicle Safety Act of

- 1986 (Title XII of Public Law 99-570) to an individual which authorizes the individual to drive a class of commercial motor vehicle.
- (4) "Commercial Driver License Information System" means the information system established pursuant to the Commercial Motor Vehicle Safety Act of 1986 to serve as a clearinghouse for locating information related to the licensing and identification of commercial motor vehicle drivers.
 - (5) "Commercial driver instruction permit" means a permit issued pursuant to Section 8(d) of this article.
 - (6) "Commercial motor vehicle" means a motor vehicle designed or used to transport passengers or property if:
 - (a) the vehicle has a gross vehicle weight rating of twenty-six thousand one or more pounds;
 - (b) the vehicle is designed to transport sixteen or more persons, including the driver; or
 - (c) the vehicle is transporting hazardous materials and is required to be placarded in accordance with 49 C.F.R. part 172, subpart F.
 - (7) "CMVSA" means the Commercial Motor Vehicle Safety Act of 1986 (Title XII of Public Law 99-570).
 - (8) "Controlled substance" means a substance so classified under Section 102(6) of the Controlled Substances Act (21 U.S.C. 802(6)) listed on Schedules I through V of 21 C.F.R. part 1308, as revised from time to time.
 - (9) "Conviction" means an unvacated adjudication of guilty, or a determination that a person has violated or failed to comply with the law in a court of original jurisdiction or an authorized administrative tribunal, an unvacated forfeiture of bail or collateral deposited to secure the person's appearance in court, the payment of a fine or court cost, or violation of a condition of release without bail, regardless of whether or not the penalty is rebated, suspended, or probated.
 - (10) "Disqualification" means a withdrawal of the privilege to drive a commercial motor vehicle.
 - (11) "Drive" means to drive, operate, or be in physical control of a motor vehicle.
 - (12) "Driver" means a person who drives a commercial motor vehicle, or who is required to hold a commercial driver license.
 - (13) "Driver license" means a license issued to an individual which authorizes the individual to drive a motor vehicle.
 - (14) "Employer" means a person, including the United States, a state, or a political subdivision of a state who owns or leases a commercial motor vehicle or assigns a person to drive a commercial motor vehicle.
 - (15) "Endorsement" means a special authorization to drive certain types of vehicles or to transport certain types of property or a certain number of passengers.
 - (16) "Felony" means an offense under state or federal law that is punishable by death or imprisonment for more than one year.
 - (17) "Foreign jurisdiction" means a jurisdiction other than a state of the United States.
 - (18) "Gross vehicle weight rating" means the actual weight or the value specified by the manufacturer as the maximum loaded weight of a single or a combination vehicle or the registered gross weight, whichever is greater. The gross vehicle weight rating of a combination

vehicle (commonly referred to as the "gross combination weight rating") is the gross vehicle weight rating of the power unit plus the gross vehicle weight rating of a towed unit.

- (19) "Hazardous materials" has the meaning as that found in Section 103 of the Hazardous Materials Transportation Act (49 U.S.C. 1801, et seq.).
- (20) "Motor vehicle" means every vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires but not operated upon rails, except a vehicle moved solely by human power and motorized wheelchairs.
- (21) "Out of service order" means a temporary prohibition against driving a commercial motor vehicle.
- (22) "Recreational vehicle" means a self-propelled or towed vehicle that is equipped to serve as temporary living quarters for recreational, camping, or travel purposes and is used solely as a family/personal conveyance.
- (23) "Restriction" means a prohibition against driving certain types of vehicles or a requirement that the driver comply with certain conditions when driving a motor vehicle.
- (24) "Serious traffic violation" means a conviction when operating a commercial motor vehicle of:
 - (a) excessive speeding, involving a single charge for a speed fifteen miles an hour or more above the speed limit;
 - (b) reckless driving, including charges of driving a commercial motor vehicle in a willful or wanton disregard for the safety of persons or property;
 - (c) improper or erratic traffic lane changes;
 - (d) following the vehicle ahead too closely; or
 - (e) a violation of a state or local law related to motor vehicle traffic control, other than a parking violation, arising in connection with an accident or collision resulting in death or serious bodily injury to a person.
- (25) "State" means a state or territory of the United State and the District of Columbia and the federal government and a province or territory of Canada.
- (26) "Tank vehicle" means a vehicle that is designed to transport a liquid or gaseous material within a tank that either is attached permanently or temporarily to the vehicle and which has a capacity of one thousand gallons or more.
- (27) "United States" means the fifty states and the District of Columbia.

Section 56-1-2040.

No person who drives a commercial motor vehicle may have more than one driver's license except during the ten-day period beginning on the date the person is issued a driver's license.

Section 56-1-2050.

- (A) Notification of Convictions.
 - (1) A driver holding a commercial driver license issued by this State, who is convicted of violating a state law or local ordinance relating to motor vehicle traffic control in any other state, other than a parking violation, shall notify the

department in the manner specified by the department within thirty days of conviction.

- (2) A driver holding a commercial driver license issued by this State, who is convicted of violating a state law or local ordinance relating to motor vehicle traffic control in this or any other state, other than a parking violation, shall notify his employer in writing of the conviction within thirty days of the conviction.
- (B) A driver whose commercial driver license is suspended, revoked, or cancelled by a state, or who loses the privilege to drive a commercial motor vehicle in any state for any period, including being disqualified from driving a commercial motor vehicle, or who is subject to an out of service order, shall notify his employer of that fact before the end of the business day following the day the driver received notice of that fact.
- (C) A person who applies to be a commercial motor vehicle driver shall provide the employer, at the time of the application, with the following information for the ten years preceding the date of application:
 - (1) a list of the names and addresses of the applicant's previous employers for which the applicant was a driver of a commercial motor vehicle;
 - (2) the dates between which the applicant drove for each employer;
 - (3) the reason for leaving that employer;
 - (4) any additional information required by the employer;
 - (5) certification that all information furnished is true and complete.

Section 56-1-2060.

- (A) Each employer shall require the information specified in Section 56-1-2050(C).
- (B) No employer knowingly may allow, permit, or authorize a driver to drive a commercial motor vehicle during a period in which:
 - (1) the driver's commercial driver license is suspended, revoked, or cancelled by a state, has lost the privilege to drive a commercial motor vehicle in a state, is disqualified from driving a commercial motor vehicle, or is subject to an out of service order in a state; or
 - (2) the driver has more than one driver's license, except during the ten-day period beginning on the date the employer is issued a driver's license.

Section 56-1-2070.

- (A) Except as provided in subsection (B) or when driving under a commercial driver instruction permit and accompanied by the holder of a commercial driver license valid for the vehicle being driven, no person may drive a commercial motor vehicle on the highways of this State after April 2, 1992, unless the person has been issued, and is in immediate possession of, a valid commercial driver license and applicable endorsements valid for the vehicle which the person is driving.

- (B) The following persons may operate commercial motor vehicles without a commercial driver's license:
- (1) active duty military personnel and reservists and National Guard members who are on active duty while operating vehicles owned by the United States government, unless they are required by the owner of the vehicle to have a valid state driver's license;
 - (2) operators of a farm vehicle which is:
 - (a) controlled and operated by a farmer;
 - (b) used to transport agricultural products, farm machinery, farm supplies, or a combination of them to or from a farm;
 - (c) not used in the operation of a common or contract motor carrier; and
 - (d) used within one hundred fifty miles of the person's farm.
 - (3) persons operating authorized emergency vehicles as defined in Section 56-5-170.
 - (4) operators of recreational vehicles used solely for personal use.
- (C) No person may drive a commercial motor vehicle on the highways of this State while his commercial driver license or privilege to drive is suspended, revoked, or cancelled, while subject to a disqualification, or in violation of an out of service order.
- (D) A person violating these requirements must be punished as though convicted of a violation of Section 56-1-460.

Section 56-1-2080.

- (A) (1) No person may be issued a commercial driver license unless that person is a resident of this State and has passed a knowledge and skills test for driving a commercial motor vehicle which complies with the minimum federal standards established by 49 C.F.R. part 383, subparts G and H, and has satisfied all other requirements of the CMVSA as well as any other requirements imposed by state law or federal regulation. The tests must be prescribed and conducted by the department.
- (2) The department may authorize a person including an agency of this or another state, an employer, or a department, agency, or instrumentality of local government, to administer the skills test specified by this section if:
- (a) the test is the same which otherwise would be administered by the department; and
 - (b) the third party has entered into an agreement with the department which contains at least the following provisions:
 - (i) authorization for the department or the Federal Highway Administration or its representatives to conduct random examinations, inspections, and audits without prior notice;
 - (ii) permission for the department or its representative to conduct on-site inspections at least annually;

- (iii) a requirement that all third-party examiners meet the same qualifications and training standards as the department's examiners to the extent necessary to conduct the driving skill tests;
- (iv) authorization for the department to charge a fee, as determined by the department, which is sufficient to defray the actual costs incurred by the department for administering and evaluating the employer testing program and for carrying out any other activities considered necessary by the department to assure sufficient training for the drivers participating in the program.

(B) The department may waive the skills test specified in this section for a commercial driver license applicant:

- (1) whose driver's license has not been suspended or revoked within the previous two years;
- (2) who has no more than four points against his driving record within the previous two years;
- (3) who has not contributed to an accident within the previous two years;
- (4) who has been licensed to operate the class of motor vehicle for which he is applying for a minimum of two years or who can provide proof that he was operating those vehicles for two years immediately preceding the date of application.

(C) A commercial driver license or commercial driver instructional permit may not be issued to a person while the person is subject to a disqualification from driving a commercial motor vehicle or while the person's driver's license is suspended, revoked, or cancelled in any state, nor may a commercial driver license be issued to a person who has a commercial driver license issued by any other state unless the person first surrenders all those licenses, each of which must be returned to the issuing state for cancellation.

- (D)
- (1) A commercial driver instruction permit may be issued to an individual who holds a valid Class "D" license or who has passed the appropriate vision and written test for the type of commercial driver license sought.
 - (2) The holder of a commercial driver instruction permit, unless otherwise disqualified, may drive a commercial motor vehicle but only when accompanied by the holder of a commercial driver license with applicable endorsements which is valid for the type of vehicle driven, and who occupies a seat beside the individual for the purpose of giving instruction in driving the commercial motor vehicle.
 - (3) The commercial driver instruction permit may not be issued for longer than six months. Only one renewal or reissuance may be granted within a two-year period.

Section 56-1-2090.

- (A) The application for a commercial driver license or commercial driver instruction permit must include:
 - (1) the full name and both the current mailing and residential address of the person;
 - (2) a physical description of the person including sex, height, and weight;
 - (3) date of birth;
 - (4) the applicant's Social Security number;
 - (5) the person's signature;
 - (6) the person's consent to be photographed;
 - (7) certifications including those required by 49 C.F.R. part 383.71(a);
 - (8) any other information required by the department;
 - (9) a consent to release driving record information; and
 - (10) a non-refundable application fee of fifteen dollars, except for public school bus drivers.
- (B) When the holder of a commercial driver license changes his name, mailing address, or residence, an application for a renewal license must be made as provided in Section 56-1-230.
- (C) No person who has been a resident of this State for thirty days or longer may drive a commercial motor vehicle under the authority of a commercial driver license or commercial driver instruction permit issued by another state.
- (D) A person who knowingly falsifies information or certifications required under subsection (A) of this section is subject to cancellation of his commercial driver license and may not obtain a commercial driver license or commercial driver instruction permit for a least sixty consecutive days after the time he otherwise would be eligible for a commercial driver license or commercial driver instruction permit.

Section 56-1-2100.

- (A) The commercial driver license must be marked "Commercial Driver License" or "CDL", and must be, to the maximum extent practicable, tamper proof. It must include, but not be limited to, the following information:
 - (1) the name and residential address of the person;
 - (2) the person's color photograph;
 - (3) a physical description of the person including sex, height, and weight;
 - (4) date of birth;
 - (5) a number or identifier considered appropriate by the department;
 - (6) the person's signature;
 - (7) the class or type of commercial motor vehicles which the person may drive together with any endorsements or restrictions;
 - (8) the name of this State; and
 - (9) the dates between which the license is valid.
- (B) The holder of a valid commercial driver license may drive all vehicles in the class for which that license is issued and all lesser classes of vehicles except motorcycles. Vehicles which require an endorsement

may not be driven unless the proper endorsement appears on the license. Commercial driver licenses may be issued with the following classifications, endorsements, and restrictions:

- (1) Classifications:
 - (a) Class A: a combination of vehicles with a gross vehicle weight rating of twenty-six thousand one pounds or more if the gross vehicle weight rating of the vehicle being towed is in excess of ten thousand pounds;
 - (b) Class B: a single vehicle with a gross vehicle weight rating of twenty-six thousand one pounds or more and any such vehicle towing a vehicle not in excess of ten thousand pounds;
 - (c) Class C: a single vehicle with a gross vehicle weight rating of less than twenty-six thousand one pounds and any such vehicle towing a vehicle with a gross vehicle weight rating not in excess of ten thousand pounds comprising:
 - (i) vehicles designed to transport sixteen or more persons, including the driver;
 - (ii) vehicles used in the transportation of hazardous material which require the vehicle to be placarded under 49 C.F.R. part 172, subpart F.
- (2) Endorsements:
 - (a) "H" authorizes the driver to drive a vehicle transporting hazardous material;
 - (b) "T" authorizes driving double trailers;
 - (c) "P" authorizes driving vehicles carrying passengers;
 - (d) "N" authorizes driving tank vehicles;
 - (e) "X" represents a combination of hazardous materials and tank vehicle endorsements.
- (3) Restrictions:

"K" restricts the driver to vehicles not equipped with airbrakes.

 - (C) Before issuing a commercial driver license, the department must obtain driving record information through the Commercial Driver License Information System, the National Driver Register, and from each state in which the person has been licensed.
 - (D) Within ten days after issuing a commercial driver license, the department must notify the Commercial Driver License Information System of that fact, providing all information required to insure identification of the person.
 - (E) A commercial driver license issued by the department expires on the licensee's birth date on the fourth calendar year after the calendar year in which it is issued.
 - (F) Every person applying for renewal of a commercial driver license shall complete the application form required by Section 56-1-1990(A), providing updated information and required certifications. If the applicant wishes to retain a hazardous materials endorsement, the written test for a hazardous materials endorsement must be taken and passed again. The person shall submit to a vision test.

Section 56-1-2110.

- (A) A person is disqualified from driving a commercial motor vehicle for not less than one year if convicted of a first violation of:
- (1) driving a commercial motor vehicle under the influence of alcohol, a controlled substance, or a drug which impairs driving ability;
 - (2) driving a commercial motor vehicle while the alcohol concentration of the person's blood or breath or other bodily substance is four-one hundredths or more.;
 - (3) knowingly and willfully leaving the scene of an accident involving a commercial motor vehicle driven by the person;
 - (4) using a commercial motor vehicle in the commission of a felony as defined in this article;
 - (5) refusal to submit to a test to determine the driver's alcohol concentration while driving a commercial motor vehicle.

If any of the above violations occur while transporting a hazardous material required to be placarded, the person is disqualified for not less than three years.

- (B) A person is disqualified for life if convicted of two or more violations of any of the offences specified in subsection (A) or a combination of those offenses, arising from two or more separate incidents.
- (C) Only offenses committed after the effective date of this article may be considered in applying this subsection.
- (D) The department may issue regulations establishing guidelines, including conditions, under which a disqualification for life under subsection (B) may be reduced to not less than ten years.
- (E) A person is disqualified from driving a commercial motor vehicle for life who uses a commercial motor vehicle in the commission of a felony involving the manufacture, distribution, or dispensing of a controlled substance or possession with intent to manufacture, distribute, or dispense a controlled substance.
- (F) A person is disqualified from driving a commercial motor vehicle for not less than sixty days if convicted of two serious traffic violations or one hundred twenty days if convicted of three serious traffic violations, committed in a commercial motor vehicle arising from separate incidents occurring within a three-year period.
- (G) After suspending, revoking, or cancelling a commercial driver license, the department shall update its records to reflect that action immediately. After suspending, revoking, or cancelling a nonresident commercial driver's privilege, the department shall notify the licensing authority of the state which issued the commercial driver license or commercial driver instruction permit within ten days.

Section 56-1-2120.

- (A) A person may not drive a commercial motor vehicle within this State while having a measurable amount of alcohol in his body.
- (B) A person who drives a commercial motor vehicle within this State while having a measurable amount of alcohol in his system or who refuses to submit to an alcohol test under Section 56-1-2130 must be placed out of service for twenty-four hours.
- (C) A person who drives a commercial motor vehicle in this State with an alcohol concentration of four one-hundredths of one percent or more must be disqualified from driving a commercial motor vehicle under Section 56-1-2110.

Section 56-1-2130.

- (A) A person who drives a commercial motor vehicle within this State is considered to have given consent, subject to provisions of Section 56-5-2950, to take a test of that person's blood, breath, or urine for the purpose of determining that person's alcohol concentration or the presence of other drugs.
- (B) Tests may be administered at the direction of a law enforcement officer who, after stopping or detaining the driver of a commercial motor vehicle, has probable cause to believe that the driver was driving a commercial motor vehicle while having a measurable amount of alcohol in his system.
- (C) A person requested to submit to a test as provided in subsection (A) must be warned by the law enforcement officer requesting the test that a refusal to submit to the test must result in that person being placed out of service immediately for twenty-four hours and being disqualified from operating a commercial motor vehicle for not less than one year under Section 56-1-2110.
- (D) If the person refuses testing, or submits to a test which discloses an alcohol concentration of four one-hundredths of one percent or more, the law enforcement officer shall submit a report to the department certifying that the test was requested pursuant to subsection (A) and that the person refused to submit to testing, or submitted to a test which disclosed an alcohol concentration of four one-hundredths of one percent or more.
- (E) Upon receipt of the report of a law enforcement officer submitted under subsection (D), the department shall disqualify the driver from driving a commercial motor vehicle under Section 56-1-2110.

Section 56-1-2140.

Within ten days after receiving a report of the conviction of a nonresident holder of a commercial driver license for a violation of state law or local ordinance relating to motor vehicle traffic control, other than a parking violation, committed in a commercial motor vehicle, the department shall notify the driver licensing authority in the licensing state of the conviction.

Section 56-1-2150.

A person may drive a commercial motor vehicle if the person has a commercial driver license issued by a state in accordance with the minimum federal standards of the issuance of commercial motor vehicle driver licenses, if the person's license is not suspended, revoked, or cancelled and if the person is not disqualified from driving a commercial motor vehicle.

Section 56-1-2160.

An offense for which no specific penalty is provided by this article must be punished in accordance with Section 56-5-6190.

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1996-97

SOUTH CAROLINA COMPOSITE OF SCHOOL CALENDARS

OPENING DATES OF SCHOOLS FOR STUDENTS

<u>August 9</u>	<u>August 12</u>	<u>August 14</u>	<u>August 15</u>	<u>August 16</u>	<u>August 19</u>	<u>August 20</u>	<u>August 21</u>	<u>August 22</u>	<u>August 26</u>	<u>September 3</u>
Lexington 3	Orangeburg 7	Hampton 1	Abbeville Allendale Beaufort Calhoun Edgefield Florence 4 & 5 Greenville Greenwood 50, 51 & 52 Hampton 2 Jasper McCormick Oconee Saluda	Anderson 4 & 5 Barnwell 19, 29 & 45 Newberry	Anderson 3 Clarendon 1-3 Darlington Florence 2-3 Georgetown Horry Lexington 1 & 5 Marlboro Orangeburg 1-2, 4-6 & 8 Williamsburg	Bamberg 2 Cherokee Chesterfield Laurens 55 & 56 Pickens	Colleton	Anderson 1-2 Bamberg 1 Berkeley Charleston Dorchester 2 & 4 Kershaw Spartanburg 1-7 Union	Aiken Chester Dillon 1-3 Florence 1 Lancaster Lee Lexington 2 & 4 Marion 1-4 Orangeburg 3 Richland 1-2 Sumter 2 & 17 York 1-4	Fairfield

CLOSING DATES OF SCHOOLS FOR STUDENTS

<u>May 23</u>	<u>May 28</u>	<u>May 29</u>	<u>May 30</u>	<u>June 2</u>	<u>June 3</u>	<u>June 4</u>	<u>June 5</u>	<u>June 6</u>	<u>June 9</u>	<u>June 11</u>
Lexington 3 Orangeburg 7	Abbeville Allendale Florence 2	Barnwell 19, 29 & 45 Chesterfield Edgefield Florence 3-4 Greenville Greenwood 50, 51 & 52 Hampton 1 Horry Lexington 1 & 5 McCormick Marlboro Oconee Orangeburg 1 & 4 Saluda Williamsburg	Anderson 5 Clarendon 1-3 Darlington Florence 5 Georgetown Hampton 2 Newberry Orangeburg 8 Pickens	Anderson 3	Anderson 4 Bamberg 2 Beaufort Calhoun Jasper Orangeburg 2, 5 & 6	Cherokee Laurens 55 Spartanburg 1-7	Anderson 1-2 Bamberg 1 Chester Dillon 1-3 Florence 1 Kershaw Laurens 56 Lee Lexington 2 & 4 Sumter 2 & 17 Union York 1-4	Aiken Berkeley Charleston Dorchester 2 & 4 Lancaster Marion 1-4 Orangeburg 3 Richland 1-2	Colleton	Fairfield

SCHOOL CALENDAR, 1996-97

OPEN - STUDENTS REPORT
CLOSE - LAST DAY OF SCHOOL FOR STUDENTS
INS/W/D - TEACHER INSERVICE/WORKDAY, PARENT CONFERENCES
HOLIDAY - NO SCHOOL FOR TEACHERS OR STUDENTS

AUGUST 1996

Monday	Tuesday	Wednesday	Thursday	Friday
5 INS/W/D - 2 dists.	6 INS/W/D - 3 dists.	7 INS/W/D - 3 dists.	8 INS/W/D - 4 dists.	9 INS/W/D - 3 dists. OPEN - 1 dist.
12 INS/W/D - 33 dists. OPEN - 1 dist.	13 INS/W/D - 37 dists. OPEN - 1 dist.	14 INS/W/D - 46 dists. OPEN - 1 dist.	15 INS/W/D - 31 dists. OPEN - 16 dists.	16 INS/W/D - 26 dists. OPEN - 6 dists.
19 INS/W/D - 44 dists. OPEN - 19 dists.	20 INS/W/D - 39 dists. OPEN - 6 dists.	21 INS/W/D - 39 dists. OPEN - 1 dist.	22 INS/W/D - 23 dists. OPEN - 16 dists.	23 INS/W/D - 22 dists.
26 OPEN - 23 dists.	27	28 INS/W/D - 1 dist.	29 INS/W/D - 1 dist.	30 INS/W/D - 1 dist.

OCTOBER 1996

Monday	Tuesday	Wednesday	Thursday	Friday
	1	2	3	4 INS/W/D - 8 dists.
7 INS/W/D - 4 dists.	8	9	10	11 INS/W/D - 5 dists.
14 INS/W/D - 15 dists.	15 INS/W/D - 1 dist.	16	17 INS/W/D - 1 dist.	18 INS/W/D - 21 dists.
21 INS/W/D - 6 dists.	22	23	24 INS/W/D - 2 dists.	25 INS/W/D - 14 dists.
28 INS/W/D - 17 dists.	29 INS/W/D - 1 dists.	30	31	

SEPTEMBER 1996

Monday	Tuesday	Wednesday	Thursday	Friday
2 LABOR DAY	3	4	5	6
Holiday - All dists.	OPEN - 1 dist.			
9	10	11	12	13
16 INS/W/D - 7 dists.	17	18	19	20
23 INS/W/D - 2 dists.	24	25	26	27 INS/W/D - 2 dists.
30 INS/W/D - 1 dist.				

NOVEMBER 1996

Monday	Tuesday	Wednesday	Thursday	Friday
				1 INS/W/D - 2 dists.
4 HOLIDAY - 1 dist. INS/W/D - 50 dists.	5 ELECTION DAY HOLIDAY - 85 dists. INS/W/D - 4 dists.	6	7	8
11 INS/W/D - 1 dist.	12	13	14	15
18 INS/W/D - 1 dist.	19	20	21	22
25	26	27 HOLIDAY - 7 dists. INS/W/D - 3 dists.	28 THANKSGIVING HOLIDAY - All dists.	29 HOLIDAY - All dists.

DECEMBER 1996

Monday	Tuesday	Wednesday	Thursday	Friday
2	3	4	5	6
9	10	11	12	13
16	17	18	19	20
23	24	25 <i>CHRISTMAS</i>	26	27
HOLIDAY- All dists.	HOLIDAY- All dists.	HOLIDAY- All dists.	HOLIDAY- All dists.	HOLIDAY- All dists.
30	31			
HOLIDAY- All dists.	HOLIDAY- All dists.			

FEBRUARY 1997

Monday	Tuesday	Wednesday	Thursday	Friday
3	4	5	6	7
10	11	12	13	14
INS/WD- 2 dists.				INS/WD - 15 dists., INS/WD- 1 dist 15
17 <i>PRESIDENTS DAY</i>	18	19	20	21
INS/WD- 34 dists. HOLIDAY- 21 dists.	INS/WD- 1 dist.	INS/WD- 2 dists.		INS/WD - 13 dists., INS/WD- 1 dist. 22
24	25	26	27	28
INS/WD- 3 dists.				INS/WD- 3 dists.

JANUARY 1997

Monday	Tuesday	Wednesday	Thursday	Friday
		1 <i>NEW YEARS</i>	2	3
6	7	HOLIDAY- All dists.	HOLIDAY- 89 dists.	HOLIDAY- 88 dists. INS/WD- 1 dist.
HOLIDAY- 1 dist. INS/WD-11 dists.	INS/WD- 1 dist.	8	9	10
13	14	15	16	17
INS/WD-12 dists.	INS/WD-1 dist.	INS/WD- 1 dist.	INS/WD- 2 dists.	INS/WD- 23 dists.
20 <i>ML KING DAY</i>	21	22	23	24
HOLIDAY- 64 dists. INS/WD- 25 dists.	INS/WD- 20 dists.	INS/WD- 2 dists.	INS/WD- 2 dists.	INS/WD- 2 dists.
27	28	29	30	31
INS/WD- 3 dists.				INS/WD- 1 dist.

MARCH 1997

Monday	Tuesday	Wednesday	Thursday	Friday
3	4	5	6	7
INS/WD- 1 dist.				INS/WD- 16 dists.
10	11	12	13	14
INS/WD- 2 dists.				INS/WD- 31 dists.
17	18	19	20	21
				HOLIDAY- 1 dist. INS/WD- 4 dists.
24	25	26	27	28
INS/WD- 3 dists. HOLIDAY- 3 dists.	HOLIDAY- 6 dists.	HOLIDAY- 6 dists.	INS/WD- 1 dist. HOLIDAY- 6 dists.	INS/WD- 15 dists. HOLIDAY- 13 dists.
31				
INS/WD- 3 dists. HOLIDAY- 74 dists				

APRIL 1997

Monday	Tuesday	Wednesday	Thursday	Friday
	1 HOLIDAY- 73 dists.	2 HOLIDAY- 73 dists.	3 HOLIDAY- 73 dists.	4 HOLIDAY- 73 dists.
7 INS/WD- 3 dists. HOLIDAY- 11 dists.	8 HOLIDAY- 11 dists.	9 HOLIDAY- 11 dists.	10 HOLIDAY- 11 dists.	11 HOLIDAY- 11 dists.
14 HOLIDAY- 2 dists.	15 HOLIDAY- 2 dists.	16 HOLIDAY- 2 dists.	17 HOLIDAY- 2 dists.	18 HOLIDAY- 2 dists.
21	22	23	24	25
28	29	30		

JUNE 1997

Monday	Tuesday	Wednesday	Thursday	Friday
2 INS/WD- 3 dists. CLOSE- 1 dist.	3 INS/WD- 2 dists. CLOSE- 8 dists.	4 INS/WD- 9 dists. CLOSE- 9 dists.	5 INS/WD- 10 dists. CLOSE- 20 dists.	6 INS/WD- 20 dists. CLOSE- 13 dists. INS/WD- 14 dists
9 INS/WD- 2 dists CLOSE- 1 dist.	10 INS/WD- 1 dist.	11 INS/WD- 1 dist. CLOSE- 1 dist.	12 INS/WD- 1 dist.	13 INS/WD- 1 dist.
16	17	18	19	20
23	24	25	26	27
30				

Source: Calendar submitted by each of the 91 school districts.

MAY 1997

Monday	Tuesday	Wednesday	Thursday	Friday
			1 HOLIDAY- 4 dists.	2 HOLIDAY- 4 dists.
5 INS/WD- 2 dists.	6	7	8	9 INS/WD- 3 dists. HOLIDAY- 2 dists.
12 INS/WD- 3 dists HOLIDAY- 2 dists.	13	14	15	16 INS/WD- 3 dists.
19	20	21	22	23 INS/WD- 2 dists. CLOSE- 2 dists. INS/WD- 1 dist. 24
26 MEMORIAL DAY INS/WD- 3 dists. HOLIDAY- 5 dists.	27	28 INS/WD- 1 dist. CLOSE- 3 dists.	29 INS/WD- 5 dists. CLOSE- 22 dists.	30 INS/WD- 25 dist CLOSE- 11 dists. INS/WD- 17 dist 31

1996 - 97
SOUTH CAROLINA COMPOSITE OF SCHOOL CALENDARS

SCHOOL DISTRICT	TEACHER PRESCHOOL INSERVICE/ WORKDAY	TEACHER POSTSCHOOL INSERVICE/ WORKDAY	STUDENTS' FIRST DAY	STUDENTS' LAST DAY	TEACHER INSERVICE, WORKDAYS, CONFERENCES & STAFF DEVELOPMENT (NO STUDENTS)	HOLIDAYS AND VACATIONS (SCHOOL CLOSED)
Abbeville	Aug. 8-9 & 12-14	May 29 ^a - 30	Aug. 15	May 28	Oct. 18, Nov. 4, March 28 ^a	Sept. 2, Nov. 5 & 27-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17 ^a , March 31 - April 4
Aiken	Aug. 19-23	June 7	Aug. 26	June 6	Nov. 4, Jan. 17, March 14 & 27	Sept. 2, Nov. 5 & 28-29, Dec. 20 - Jan. 1, Jan. 20 ^a , Feb. 17 ^a , March 28, April 7-11 ^a
Allendale	Aug. 12-14	May 29 - 31	Aug. 15	May 28	Oct. 25, Jan. 17, March 14 & 28	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 - April 4
Anderson 1	Aug. 19-21	June 6	Aug. 22	June 5	Oct. 28, Nov. 4-5, Jan. 20, Feb. 24, March 10	Sept. 2, Nov. 28-29, Dec. 23 - Jan. 3, March 7 ^a , March 31 - April 4, May 2 ^a
Anderson 2	Aug. 19-21	June 6	Aug. 22	June 5	Oct. 28, Nov. 4-5, Jan. 20, Feb. 24, March 10	Sept. 2, Nov. 28-29, Dec. 23 - Jan. 3, March 7 ^a , March 31 - April 4, May 2 ^a
Anderson 3	Aug. 12-16	June 3	Aug. 19	June 2	Sept. 30, Nov. 4, Jan. 20, Feb. 17 ^a	Sept. 2, Nov. 5 & 27-29, Dec. 23 - Jan. 3, March 14 ^a , March 31 - April 4, May 12 ^a
Anderson 4	Aug. 12-15	June 4	Aug. 16	June 3	Oct. 21, Nov. 4, Jan. 6 & 17, Feb. 17, May 9 ^a & 12 ^a	Sept. 2, Nov. 5 & 27-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Anderson 5	Aug. 12-16 ^b	May 31	Aug. 16 ^c or 19 ^b	May 30	Oct. 18, Nov. 4 ^b , Jan. 10 ^c , 13 ^c & 20 ^a , Feb. 17	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, March 7 ^a , March 31 - April 4, May 2 ^a
Bamberg 1	Aug. 19-21 ^d	June 6 & 9 ^e	Aug. 22	June 5	Sept. 27, Oct. 25, Nov. 27, Jan. 21, Feb. 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 14 ^a , March 31 - April 4
Bamberg 2	Aug. 14-16 & 19	June 4	Aug. 20	June 3	Oct. 24-25, Jan. 16-17, April 7	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 14, March 31 - April 4
Barnwell 19	Aug. 12-15	June 2	Aug. 16	May 29	Oct. 28, Jan. 17, Feb. 14, March 7, May 30	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 14, March 31 - April 4
Barnwell 29	Aug. 12-15	May 30-31	Aug. 16	May 29	Oct. 28, Jan. 17, Feb. 14, March 7	Sept. 2, Nov. 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 - April 4
Barnwell 45	Aug. 12-15	May 30-31	Aug. 16	May 29	Sept. 28, Jan. 17, Feb. 14, March 7	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 - April 4
Beaufort	Aug. 12-14 & 17 ^f	May 31 ^f or June 4 ^f	Aug. 15	May 30 ^f or June 3 ^f	Oct. 14 ^f & 18 ^f , Jan. 6 ^f , Feb. 22 & 24 ^f , March 14 ^f & 21 ^f	Sept. 2, Nov. 5 & 27 ^f -29, Dec. 23 - Jan. 6 ^f , Jan. 20, Feb. 17, March 28 - April 4 ^f , April 14-18 ^f , May 26

^a Possible make-up days.

^b Elementary - middle schools.

^c Varies by school.

^d Optional - one other day from July 29 - Aug. 16.

^e Optional.

^f Varies by school.

SCHOOL DISTRICT	TEACHER PRESCHOOL INSERVICE/ WORKDAY	TEACHER POSTSCHOOL INSERVICE/ WORKDAY	STUDENTS' FIRST DAY	STUDENTS' LAST DAY	TEACHER INSERVICE, WORKDAYS, CONFERENCES & STAFF DEVELOPMENT (NO STUDENTS)	HOLIDAYS AND VACATIONS (SCHOOL CLOSED)
Berkeley	Aug. 19-21	June 7	Aug. 22	June 6	Oct. 25, Nov. 11, Jan. 17, Feb. 28, March 28, May 26	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 - April 4
Calhoun	Aug. 12-14	June 4	Aug. 15	June 3	Oct. 18 & 28, Jan. 17, Feb. 17, March 21 & 28	Sept. 2, Nov. 5 & 28-29, Dec. 19 - Jan. 3, Jan. 20, March 7, March 31 - April 4
Charleston	Aug. 19-21	June 7	Aug. 22	June 6	Oct. 25, Nov. 4, Jan. 17, Feb. 17, March 26, May 23	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 27 - April 2, May 26
Cherokee	Aug. 15-16 & 19	June 5	Aug. 20	June 4	Oct. 7, Nov. 4, Jan. 20 & 31, Feb. 21, March 21	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, April 7-11, May 9 & 12 ^a
Chester	Aug. 19-23	June 6	Aug. 26	June 5	Nov. 1 & 4, Jan. 21, Feb. 21	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4 ^a
Chesterfield	Aug. 14-16 & 19	May 30-31	Aug. 20	May 29	Oct. 11, Jan. 20 & 24, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, March 31 - April 4
Clarendon 1	Aug. 13-16	May 29-30	Aug. 19	May 30	Oct. 4, Nov. 4, Jan. 17, Feb. 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 14 ^a , March 31 - April 4
Clarendon 2	Aug. 8 or 9 & 13-16	May 31 or June 2	Aug. 19	May 30	Oct. 4, Nov. 4, Jan. 17, Feb. 15	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 14 ^a , March 31 - April 4
Clarendon 3	Aug. 12-16	May 31	Aug. 19	May 30	Oct. 4, Nov. 4, Jan. 17, Feb. 17	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 14 ^a , March 31 - April 4
Colleton	Aug. 19-20	June 10-11	Aug. 21	June 9	Oct. 28, Jan. 15-17 & 21, April 7	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 14, March 31 - April 4, May 26
Darlington	Aug. 12-16	May 31	Aug. 19	May 30	Sept. 23, Oct. 7, Feb. 10 ^a , March 7 ^a	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4 ^a , May 26
Dillon 1	Aug. 19-23	June 6	Aug. 26	June 5	Oct. 18, Nov. 4, Feb. 17, March 7	Sept. 2, Nov. 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Dillon 2	Aug. 19-23	June 6	Aug. 26	June 5	Oct. 18, Nov. 4, Feb. 17, March 7	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Dillon 3	Aug. 19-23	June 6	Aug. 26	June 5	Oct. 18, Nov. 4, Feb. 17, March 7	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Dorchester 2	Aug. 19-21	June 7	Aug. 22	June 6	Oct. 25, Nov. 4, Jan. 17, March 7 & 28, May 9	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 - April 4
Dorchester 4	Aug. 19-21	June 7	Aug. 22	June 6	Oct. 25, Nov. 4, Jan. 17, March 7 & 28, May 9	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 - April 4

SCHOOL DISTRICT	TEACHER PRESCHOOL INSERVICE/ WORKDAY	TEACHER POSTSCHOOL INSERVICE/ WORKDAY	STUDENTS' FIRST DAY	STUDENTS' LAST DAY	TEACHER INSERVICE, WORKDAYS, CONFERENCES & STAFF DEVELOPMENT (NO STUDENTS)	HOLIDAYS AND VACATIONS (SCHOOL CLOSED)
Edgefield	Aug. 12-14	May 30	Aug. 15	May 29	Oct. 14 & 28, Nov. 4, Feb. 19, March 14 & 31	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, April 7-11
Fairfield	Aug. 28-30	June 12-13	Sept. 3	June 11	Oct. 28, Nov. 18, Jan. 27, March 14, May 30	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 1, Jan. 20, March 31 - April 4
Florence 1	Aug. 20-23	June 6-7	Aug. 26	June 5	Oct. 18, Nov. 4, Feb. 17, March 7	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Florence 2	Aug. 12-16	May 29-30	Aug. 19	May 28	Oct. 25, Feb. 17, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Florence 3	Aug. 12-16	May 30	Aug. 19	May 29	Oct. 25 & 28, Feb. 14 & 17	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Florence 4	Aug. 12-14	May 30	Aug. 15	May 29	Oct. 7, Nov. 4, Jan. 13, Feb. 10, March 7	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Florence 5	Aug. 12-14	May 31	Aug. 15	May 30	Oct. 25, Nov. 4, Jan. 13-14 ^a , Feb. 21, March 7 ^a	Sept. 2, Nov. 5 & 28-29, Dec. 20 - Jan. 3, Jan. 20, March 31 - April 4
Georgetown	Aug. 12-16	May 31	Aug. 19	May 30	Oct. 28, Jan. 13, March 14, May 5	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 - April 4
Greenville	Aug. 12-14	May 30	Aug. 15	May 29	Oct. 18, Nov. 5, Jan. 3, Feb. 17, March 31 ^a , May 26	Sept. 2, Nov. 28-29, Dec. 23 - Jan. 2, Jan. 20, March 21 ^a - 28, May 2 ^a
Greenwood 50	Aug. 12-14	May 30	Aug. 15	May 29	Oct. 18, Nov. 4, Jan. 6 & 20, Feb. 17, March 28	Sept. 2, Nov. 5 & 27-29, Dec. 23 - Jan. 3, March 31 - April 4
Greenwood 51	Aug. 12-14	May 30	Aug. 15	May 29	Oct. 25, Nov. 4, Jan. 6 & 20, Feb. 17, March 28	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, March 14 ^a , March 31 - April 4
Greenwood 52	Aug. 12-14	May 30	Aug. 15	May 29	Oct. 14, Nov. 4 & 27, Jan. 20 ^a , Feb. 21 ^a , March 28 ^a	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Feb. 24 ^a , March 31 - April 4 ^a
Hampton 1	Aug. 12-13	May 30-31	Aug. 14	May 29	Oct. 18, Jan. 6-7, March 7, April 7, May 12	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 - April 4
Hampton 2	Aug. 12-14	May 31	Aug. 15	May 30	Oct. 18 & 21, Jan. 17, Feb. 7, March 14 & 21	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 - April 4 ^a
Horry	Aug. 12-16	-	Aug. 19	May 29	Oct. 14, Jan. 6, Feb. 17	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 28 - April 4
Jasper	Aug. 12-14	June 4-5	Aug. 15	June 3	Oct. 18 & 21, Jan. 6, March 14, May 23	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 28-31, April 14-18, May 26

^aPossible make-up days.

SCHOOL DISTRICT	TEACHER PRESCHOOL INSERVICE/ WORKDAY	TEACHER POSTSCHOOL INSERVICE/ WORKDAY	STUDENTS' FIRST DAY	STUDENTS' LAST DAY	TEACHER INSERVICE, WORKDAYS, CONFERENCES & STAFF DEVELOPMENT (NO STUDENTS)	HOLIDAYS AND VACATIONS (SCHOOL CLOSED)
Kershaw	Aug. 19-21	June 6	Aug. 22	June 5	Oct. 17-18, Nov. 4, Jan. 21, Feb. 17 ^a , March 14 ^a	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Lancaster	Aug. 19-23	June 7	Aug. 26	June 6	Jan. 17 ^a & 21, Feb. 17, March 14 ^a	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 28 - April 4 ^a
Laurens 55	Aug. 14-16 & 19	June 5 ^a	Aug. 20	June 4	Oct. 11, Nov. 4, Jan. 6 & 17, March 7	Sept. 2, Nov. 5 & 28-29, Dec. 20 ^a - Jan. 3, Jan. 20, March 28 ^a - April 4
Laurens 56	Aug. 14-16 & 19	June 4 ^a	Aug. 20	June 5	Oct. 11, Nov. 4, Jan. 6 & 17, March 7	Sept. 2, Nov. 5 & 28-29, Dec. 20 ^a - Jan. 3, Jan. 20, March 28 ^a - April 4
Lee	Aug. 19-23	June 6	Aug. 26	June 5	Oct. 18, Jan. 21, March 14 & 28,	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Lexington 1	Aug. 13-16	May 30	Aug. 19	May 29	Oct. 4, Jan. 13 & 24 ^a , Feb. 17 ^a , March 14 ^a	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, March 31 ^a - April 4
Lexington 2	Aug. 19-23	June 6	Aug. 26	June 5	Oct. 4, Nov. 4, Jan. 20, March 28	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, March 31 - April 4, May 9 ^a
Lexington 3	Aug. 6-8	May 24	Aug. 9	May 23	Oct. 14-15, Jan. 6, Feb. 17-18, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Lexington 4	Aug. 19-23	June 6	Aug. 26	June 5	Oct. 4, Jan. 20, Feb. 17 ^a , March 14	Sept. 2, Nov. 4-5 & 28-29, Dec. 23 - Jan. 3, March 31 - April 4 ^a
Lexington 5	Aug. 12-16	May 30	Aug. 19	May 29	Oct. 7, Jan. 17, Feb. 17, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
McCormick	Aug. 12-14	May 30	Aug. 15	May 29	Oct. 24, Nov. 4, Jan. 21, Feb. 17, March 7 & 26	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Marion 1	Aug. 19-23	June 7 & 9	Aug. 26	June 6	Oct. 18, Nov. 4, Jan. 21, Feb. 17	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 14 ^a , March 31 - April 4 ^a
Marion 2	Aug. 19-23	June 7	Aug. 26	June 6	Oct. 18, Nov. 4, Jan. 21, Feb. 17	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 14 ^a , March 31 - April 4
Marion 3	Aug. 19-23	June 7	Aug. 26	June 6	Oct. 18, Nov. 4, Jan. 21, Feb. 17	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 14 ^a , March 31 - April 4 ^a
Marion 4	Aug. 19-23	June 7	Aug. 26	June 6	Oct. 18, Nov. 4, Jan. 21, Feb. 17	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 14, March 31 - April 4
Marlboro	Aug. 13-16	May 30-31	Aug. 19	May 29	Oct. 11, Jan. 13, Feb. 14, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4

^aPossible make-up days.

SCHOOL DISTRICT	TEACHER PRESCHOOL INSERVICE/ WORKDAY	TEACHER POSTSCHOOL INSERVICE/ WORKDAY	STUDENTS' FIRST DAY	STUDENTS' LAST DAY	TEACHER INSERVICE, WORKDAYS, CONFERENCES & STAFF DEVELOPMENT (NO STUDENTS)	HOLIDAYS AND VACATIONS (SCHOOL CLOSED)
Newberry	Aug. 12-15	May 31	Aug. 16	May 30	Oct. 18 & 25, Nov. 4, Jan. 17, Feb. 28	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 - April 4 ^a
Oconee	Aug. 12-14	May 30 ^a	Aug. 15	May 29	Oct. 28-29, Jan. 20-21 ^a , Feb. 21 ^a , March 31 ^a	Sept. 2, Nov. 5 & 27-29, Dec. 23 - Jan. 3, March 24-28 ^a
Orangeburg 1	Aug. 12-16	May 30	Aug. 19	May 29	Oct. 25, Jan. 13, Feb. 14, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4 ^a
Orangeburg 2	Aug. 14-16	June 4	Aug. 19	June 3	Oct. 21 & 28, Jan. 13, Feb. 14, March 24, May 16	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 14, March 31 - April 4 ^a
Orangeburg 3	Aug. 5-7 & 21-22	June 7	Aug. 26	June 6	Oct. 11, Jan. 21, Feb. 14, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 - April 4
Orangeburg 4	Aug. 14-16 ^b	May 30	Aug. 19	May 29	Oct. 28, Jan. 13, Feb. 14, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4 ^a
Orangeburg 5	Aug. 14-16	June 4	Aug. 19	June 3	Oct. 21 & 28, Jan. 13, Feb. 14, March 24, May 16	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 14, March 31 - April 4 ^a
Orangeburg 6	Aug. 14-16	June 4	Aug. 19	June 3	Oct. 21 & 28, Jan. 13, Feb. 14, March 24, May 16	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 14, March 31 - April 4 ^a
Orangeburg 7	Aug. 5-9	May 26	Aug. 12	May 23	Oct. 4, Jan. 6, Feb. 14, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 - April 4
Orangeburg 8	Aug. 14-16 ^b	May 29	Aug. 19	May 30	Sept. 27, Oct. 28, Feb. 19, May 5	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4 ^a
Pickens	Aug. 14-16 & 19	May 31 & June 2-3	Aug. 20	May 30	Nov. 4, Jan. 20 ^a , Feb. 28 ^a , March 3 ^a & 28 ^a	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, March 31 - April 4 ^a
Richland 1	Aug. 19-23	June 7	Aug. 26	June 6	Oct. 28, Jan. 21, March 14, May 12	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 31 ^a - April 4
Richland 2	Aug. 19-23	June 7	Aug. 26	June 6	Oct. 25, Jan. 17, March 28	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, Feb. 17, March 14, March 31 - April 4
Saluda	Aug. 12-14	May 30	Aug. 15	May 29	Nov. 1 & 4, Jan. 13 & 20, Feb. 14 & 17	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, March 31 - April 4
Spartanburg 1	Aug. 19-21	June 5	Aug. 22	June 4	Sept. 16, Oct. 14, Nov. 4, Jan. 20, Feb. 21, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, April 7-11
Spartanburg 2	Aug. 19-21	June 5	Aug. 22	June 4	Sept. 16, Oct. 14, Nov. 4, Jan. 20, Feb. 21, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, April 7-11

^aPossible make-up days.

^bPlus two other days from August 1 to 13.

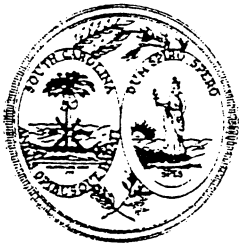
SCHOOL DISTRICT	TEACHER PRESCHOOL INSERVICE/ WORKDAY	TEACHER POSTSCHOOL INSERVICE/ WORKDAY	STUDENTS' FIRST DAY	STUDENTS' LAST DAY	TEACHER INSERVICE, WORKDAYS, CONFERENCES & STAFF DEVELOPMENT (NO STUDENTS)	HOLIDAYS AND VACATIONS (SCHOOL CLOSED)
Spartanburg 3	Aug. 19-21	June 5	Aug. 22	June 4	Sept. 16, Oct. 14, Nov. 4, Jan. 20, Feb. 21, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, April 7-11
Spartanburg 4	Aug. 19-21	June 5	Aug. 22	June 4	Sept. 16, Oct. 14, Nov. 4, Jan. 20, Feb. 21, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, April 7-11
Spartanburg 5	Aug. 19-21	June 5	Aug. 22	June 4	Sept. 16, Oct. 14, Nov. 4, Jan. 20, Feb. 21, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, April 7-11
Spartanburg 6	Aug. 19-21	June 5	Aug. 22	June 4	Sept. 16, Oct. 14, Nov. 4, Jan. 20, Feb. 21, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, April 7-11
Spartanburg 7	Aug. 19-21	June 5-6	Aug. 22	June 4	Sept. 16, Oct. 14, Nov. 4, Feb. 21, March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, April 7-11
Sumter 2	Aug. 19-23	June 6	Aug. 26	June 5	Nov. 27, Jan. 21, Feb. 17, March 28	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Sumter 17	Aug. 19-23	June 6	Aug. 26	June 5	Nov. 5, Jan. 21, Feb. 17, March 28	Sept. 2, Nov. 27-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
Union	Aug. 19-21	June 6	Aug. 22	June 5	Oct. 4 & 18, Nov. 4, Jan. 20 or 27, Feb. 21 ^a , March 14	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, April 7-11
Williamsburg	Aug. 12-16	May 30-31	Aug. 19	May 29	Sept. 23, Nov. 4, Jan. 27	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 31 - April 4
York 1	Aug. 19-23	June 6 ^a	Aug. 26	June 5	Oct. 14, Nov. 4, Jan. 20 or Feb. 17 ^a , Jan. 21 ^a	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, Jan. 20, March 7, March 31 - April 4
York 2	Aug. 19-23	June 6	Aug. 26	June 5	Oct. 14, Nov. 4, Jan. 20 or Feb. 17, Jan. 21	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, March 24-28 ^a
York 3	Aug. 19-23	June 6	Aug. 26	June 5	Nov. 4, Jan. 20 or Feb. 17, Jan. 21-22	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, March 24-28 ^a
York 4	Aug. 19-23	June 6	Aug. 26	June 5	Nov. 4, Jan. 20 or Feb. 17, Jan. 21-22	Sept. 2, Nov. 5 & 28-29, Dec. 23 - Jan. 3, March 24-28 ^a

^apossible make-up days.

NOTE: All dates are inclusive.

SOURCE: Calendar submitted by each district.

Compiled By: S.C. Department of Education
August 8, 1996



STATE OF SOUTH CAROLINA

DEPARTMENT OF EDUCATION

Dr. Barbara Stock Nielsen
STATE SUPERINTENDENT OF EDUCATION

October 30, 1996

Helen T. Zeigler, Director
Office of General Services
State Budget and Control Board
1201 Main Street, Suite 420
Columbia, South Carolina 29201

Dear Ms. Zeigler:

Thank you for your letter of October 24, 1996, inviting my comments and input to the report required by Proviso 72.72 of the 1996-97 Appropriations Act of the General Assembly. The following comments and input are provided for inclusion in the report.

First of all, I would like to commend you and the staff of the Office of General Services for the quality of leadership displayed during the course of this difficult task. I also realize that the school transportation report required by the proviso is complex and demands detailed research and long hours of effort by all involved. As the leader of this study group, you are tasked with an awesome responsibility. I am confident that the quality of the report will be superb.

Feasible execution of school transportation service is vital to the overall success of our education efforts in South Carolina. The current transportation system and organization are adequate for performing this service; however, South Carolina deserves the most feasible, efficient, and effective system possible. While we have made great strides in the education transportation arena over the past six years, I believe there is potential for substantial improvements in the system.

Among the many courses of action available, I believe that privatization of the entire system (operations, maintenance, and fleet) will afford significant improvement over the current system. Potential advantages available to the private sector through more efficient operations, maintenance, and multi-use of fleet vehicles provide opportunities not available under the current system.

Another possible course of action for improvement is consolidation of all state transportation services into one state transportation functional oriented department. For example, an existing organization such as the Department of Transportation could assume all state required transportation services. This would permit existing services provided by the Departments of Education, Social Services (Head Start), Disabilities and Special Needs, and others to be administered by one state agency which has the sole focus of delivering transportation services. I believe this holds great potential for monetary savings and increased efficiency due to economies of scale.

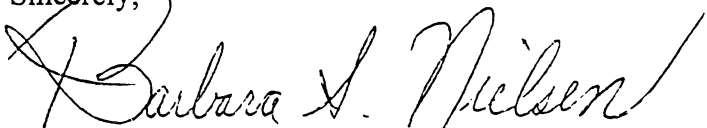
While I have listed only two of the many options, I know there are many other possibilities and there are numerous variations to the two I have identified. I know the study group will conduct an in-depth examination and analysis of all feasible courses of action and will provide the General Assembly with the information to make an informed decision as to the direction the state should proceed regarding school transportation service.

As the state constitutional officer charged with the education of South Carolina's children, I understand the essential role of school transportation. However, the Department of Education must maintain a single focus. That focus is creating and communicating a vision of what learning can be and providing the leadership, climate, and conditions for all children to achieve and perform to high academic standards. I believe that this must be the Department's strategic goal and that quality school transportation services can be delivered by other means than the current system.

The current school transportation system is large, vast and complicated, and a solution to this complex issue will not occur quickly. Once a course of action is determined and selected, it also will take time to implement. Therefore, as part of your report to the General Assembly I request that you consider these issues and recommend an appropriate course of action regarding the purchase of new buses pending final action by the General Assembly concerning this proviso. My staff is available to assist you in developing this recommendation.

Once again, I want to commend your efforts and assure you of my confidence in you and your study group as you finalize the report. I am available to you for any further discussion of this important issue. I look forward to receiving the product of your efforts.

Sincerely,

A handwritten signature in cursive script, reading "Barbara S. Nielsen". The signature is written in dark ink and is positioned above the printed name and title.

Barbara S. Nielsen, Ed.D.
State Superintendent of Education

Input (written comments or meeting) requested from the following entities

Invitation to Meet Issued: (Sample letter attached)

Evelyn Berry
S. C. School Boards Association
1027 Barnwell Street
Columbia, South Carolina 29201

Mary Green and Jim Petrie
S. C. Education Association
421 Zimalcrest Drive
Columbia, South Carolina 29210

Beverly Hildreth
President
S. C. Congress of Parents and Teachers
1826 Henderson Street
Columbia, South Carolina 29201

Don McCurley
S. C. Association of Pupil Transportation
Post Office Box 439
Anderson, South Carolina 29622

Robert Scarborough
S. C. Association of School Administrators
121 WestPark Blvd.
Columbia, South Carolina 29210

Written Comments Requested: (Sample letter attached)

Gregory Cantrell
President
S. C. Association of Middle Level Principals
Wren Middle School
1010 Wren School Road
Piedmont, South Carolina 29673

Herman Gaither
President
S. C. Association of School Business Officials
Beaufort School District
Post Office Drawer 309
Beaufort, South Carolina 29901

Gary Geddens
President
S. C. Association of Secondary School Principals
Columbia High School
1701 Westchester Drive
Columbia, South Carolina 29210

Dr. Elizabeth Gressette
Palmetto State Teachers Association
2010 Gadsden Street
Columbia, South Carolina 29201-2033

Beverly Hildreth
President
S. C. Congress of Parents and Teachers
1826 Henderson Street
Columbia, South Carolina 29201

Julie Smith
President
S. C. Association of Elementary School Principals
Royal Elementary School
1400 Woods Road
Florence, South Carolina 29501

Dr. Walter Tobin
President
S. C. Association of School Superintendents
Orangeburg District Five
578 Ellis Avenue
Orangeburg, South Carolina 29115

STATE OF SOUTH CAROLINA
State Budget and Control Board
OFFICE OF GENERAL SERVICES

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DAVID M. BEASLEY, CHAIRMAN
GOVERNOR

RICHARD A. ECKSTROM
STATE TREASURER

EARLE E. MORRIS, JR.
COMPTROLLER GENERAL

1201 MAIN STREET, SUITE 420
COLUMBIA, SOUTH CAROLINA 29201
(803) 737-3880
(803) 737-0592 FAX

HELEN T. ZEIGLER
DIRECTOR

JOHN DRUMMOND
CHAIRMAN, SENATE FINANCE COMMITTEE

HENRY E. BROWN, JR.
CHAIRMAN, WAYS AND MEANS COMMITTEE

LUTHER F. CARTER
EXECUTIVE DIRECTOR

September 12, 1996

Robert Scarborough
S. C. Association of School Administrators
121 WestPark Blvd.
Columbia, South Carolina 29210

Dear Mr. Scarborough:

As you may be aware, the Budget and Control Board is in the process of conducting a feasibility study of privatizing school transportation services as directed by Proviso 72.72 of the 1996-97 General Appropriation Act. As part of the study, we are in the process of collecting information from a variety of public and private sector sources as well as inviting representatives from both of those areas to meet with us to provide advice and input on this subject. As an organization closely connected to our public school system, we would like to invite you to meet with us on Monday, October 7, 1996, in Room 802 of the AT&T Building to share information and ideas that you feel are important to this study. If you would like to participate, please contact my assistant, Kim Lee, at 737-3886 to arrange a specific time on that date for us to meet with you or your representatives.

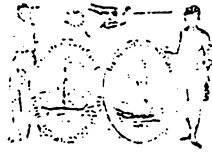
Very truly yours,



Helen T. Zeigler
Director
Office of General Services

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STATE OF SOUTH CAROLINA
State Budget and Control Board
OFFICE OF GENERAL SERVICES



DAVID M. BEASLEY, CHAIRMAN
GOVERNOR

RICHARD A. ECKSTROM
STATE TREASURER

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HELEN T. ZEIGLER
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JOHN DRUMMOND
CHAIRMAN, SENATE FINANCE COMMITTEE

HENRY E. BROWN, JR.
CHAIRMAN, WAYS AND MEANS COMMITTEE

LUTHER F. CARTER
EXECUTIVE DIRECTOR

October 24, 1996

Dr. Walter Tobin
President
S. C. Association of School Superintendents
Orangeburg District Five
578 Ellis Avenue
Orangeburg, South Carolina 29115

Dear Dr. Tobin:

As you may be aware, the Budget and Control Board in consultation with the State Department of Education is conducting a feasibility study to determine the most efficient means of providing school transportation services. To this end, a study group has been formed to conduct this study. This group includes representatives from the Budget and Control Board staff as well as the State Department of Education staff. This study includes a consideration of the potential for achieving greater efficiencies and/or cost savings through privatization of all or part of this function. To date, representatives of several Associations with an interest in this issue have made presentations to the group. A list of those associations which have already made presentations to the group is attached. Written comments provided by these associations will be included in the final report.

As an Association with an interest in the school transportation process, you are also invited to submit comments in writing which will be presented to the group for consideration, and included in the final report to the Legislature. If you would also like to address the group in person, a meeting can be scheduled for that purpose. The final report is due to the Legislature by December 1, 1996. Therefore, for your input to be included in that report, it must be received no later than November 12, 1996. If you desire to address the group in person, please respond by telephone no later than October 30, 1996, to allow adequate time to schedule meetings. If I can provide any further information or clarification, please advise. Thank you for your interest in this vital issue and for your prompt response.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Helen T. Zeigler".

Helen T. Zeigler
Director

Office of General Services



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SCASA DIVISIONS

November 8, 1996

School Superintendents

Secondary Principals

Middle Level Principals

Elementary Principals

Vocational Directors

Adult Education
Directors

School Personnel
Administrators

Allied School
Administrators

Ms. Helen Zeigler
South Carolina Budget & Control Board
AT&T Building
1201 Main Street
Columbia, SC 29201

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NOV 13 1996

Division of General Services
Administration

Dear Ms. Zeigler:

The members of the South Carolina Association of School Administrators appreciate the opportunity to make comments regarding the privatisation of student transportation in our state.

There is a great deal of evidence that South Carolina currently has an efficient and effective program to transport student to and from school. The state's cost per student per mile has always been touted as being among the lowest in the nation.


School administrators are aware of the practice of pricing the initial contract for student transportation services at a very attractive price, then experiencing large increases in subsequent contract periods after the state has divested itself of equipment, personnel, plans, and procedures for providing the service. If and when this complication presents itself, there may be a tendency for the state to consider "freezing" or "capping" its contribution, leaving the balance to be generated by local property taxpayers. This action shifts a service, once accepted by the state leaders as a state function, to the local district, which has no other substantial revenue source other than local property tax.

Also, there is a concern that decisions now made in the best interest of the student and the school district regarding safety, pick up times, routing, discipline, etc will soon be made in the interest of profits. Transporting our children is very much different than transporting grain or steel; each child is worthy of the best care.

School districts currently experience difficulty in recruiting and keeping qualified drivers at the existing hourly rates offered. It would be unlikely that a private company can alleviate this situation and reduce further the cost of doing business.

We caution the Budget & Control Board to seek guarantees that our reservations will not become realities. Student transportation is a serious issue and we thank you for including our comments with your report.

Sincerely,


Robert E. Scarborough
Executive Director

scasa\res\zeigler.ltr

South Carolina Association of School Administrators
121 Westpark Boulevard ■ Columbia, SC 29210
(803) 798-8380 ■ FAX (803) 731-8429



ANDERSON SCHOOL DISTRICT FIVE
TRANSPORTATION DEPARTMENT
POST OFFICE BOX 439
ANDERSON, SOUTH CAROLINA 29622
(864) 260-5000

AN EQUAL OPPORTUNITY EMPLOYER

November 14, 1996

Ms. Helen Zeigler
Director Office of General Services
School Bus Transportation Privatization Study Committee
1201 Main Street
Suite 420
Columbia, South Carolina 29201

Dear Ms. Zeigler:

On behalf of the children of South Carolina, their parents, local and state transportation employees, local school districts and taxpayers, I again express my appreciation for allowing me and other school district transportation personnel to share our concerns regarding your committee's evaluation of privatization of the school bus transportation program in our state.

I would like to assure you and members of your committee that the efforts of the transportation personnel, local and state, are to be a basic contributor to an effective educational program and that we are committed to continued improvements of all aspects of this critically important educational service. With the endorsement of the South Carolina Association of Pupil Transportation (SCAPT), I act as spokesman for all who are engaged in pupil transportation in South Carolina and are actively participating in the endeavor of safe and efficient transportation through consistent enhancement and improvement of the transportation service delivery system.

As we approach the Twenty-First Century, we recognize the needs of the citizens of South Carolina are changing and they are demanding a higher quality of service delivery from public service providers. In addition to service, we recognize the need for restructuring and reallocation of resources where feasible and during all these processes we are being held responsible and accountable for our actions as well as our inactions.

During the 1993-94 school year, local and state school transportation personnel developed a proactive approach to address school transportation concerns. I communicated our position statement outlining our efforts to be a major participant in guiding our industry progressively into the Twenty-First Century to each legislative member of the General Assembly, all school boards, all school superintendents, State Board of Education, State Superintendent of Education and SCAPT membership.

The document communicated our intense desire and commitment to actively pursuing all aspects of program enhancement by exploring innovative and non-traditional ideas to move our industry progressively forward. We believe that the state and school districts should work in partnership to encourage ideas that will make the children of South Carolina the beneficiaries of leading edge concepts and technology while operating in a broad frame work of regulations that establish state-wide parameters for minimum acceptable performance standards.

The position statement was developed to meet the needs of the majority of school districts by endorsing but not limited to the following principals:

1. Maintain a state agency charged with the responsibility of providing full-funding of the school transportation program.
2. Maintain central state purchasing for the transportation program.
3. Maintain state-wide maintenance and safety inspections to insure minimum safety standards.
4. Allow school districts the option to manage the day-to-day operation of the program by reducing regulatory constraints that prohibit innovation.
5. Allow school districts to contract in partnership with the Department of Education for outside vendors for certain services when practical.
6. Allow school districts the option to "pool" resources to operate more effectively as a consortium when practical.
7. Empower school districts to contract with other public service entities to provide service if the community and the system may benefit as long as this does not conflict with and/or diminish the quality of the school transportation program. This should be an option at the discretion of the school districts.

I have communicated with members of the General Assembly, school superintendents, State Board of Education, State Superintendent of Education and state and school district transportation personnel each year since 1993 and will continue to share information, suggestions and recommendations now and in the future.

We believe and support the principles outlined above and we do not believe that fleet privatization will reduce operating costs. In fact, we believe just the opposite will occur. In many cases it has been demonstrated that private vendors will initially low bid services and later significantly

increase their contract rates, thus leaving school districts in a dilemma.

Based on personal experience, as I shared with the committee on October 7, 1996, during discussions my school district had while interviewing representatives from several private transportation companies we found no private vendor that could operate for less than we were operating the transportation program. When asked the question, "Can you provide all the services we are currently providing at the same or greater level of quality for less cost?"----- the answer was always "no we cannot".

According to a report in the January 1994 issue of School Bus Fleet Magazine indicating school transportation cost for each state, South Carolina spent less based on the number of buses than most any other state. I have enclosed some comparative information on operational costs as you requested.

Also, we urge extreme caution and care as you compare numbers relating to operational costs between our current program and private vendors. Consideration must be given to comparison of same age vehicles, comparable geographic operating conditions, frequency of maintenance and revenue enhancement where vendors may apply rental revenue for outside transportation back to the reduction of total costs of specific vehicles and/or fleet cost analysis reduction to show on paper a cost less than the state operated bus. If equitable comparisons are to be made between the present state operated system and proposed private contract system, extreme care must be given to document every service delivered and every dollar generated and expended at the local district level and state level. Not to compare, may make askew the difference between public and private transportatin operations.

If private vendors were allowed to implement minimum charges for "field trip activities" similar to the current Beaufort County contract, local school districts would have to spend millions of additional dollars state-wide to continue the level of service the children of South Carolina are currently receiving. School districts now have to pay only for the mileage incurred on the state-owned buses with no minimum charge for each field trip activity including athletic programs. Most school districts would have to reduce the number of educational field trips and may have to eliminate some of its athletic programs if minimum charges were implemented under a vendor operated program

There are many, many issues regarding transportation costs that would be passed to the state and/or local school districts under privatization. Vendors are profit driven and cost motivated and any additional operation beyond basic contractual agreements will always be at additional cost to the service user. In situations where children are stranded for any reason beyond that of the vendors as defined in the contract and additional bus trips are required to get that student off the side of the roadway in early morning darkness or late afternoon problems at school will require additional expense for the school districts.

We currently take whatever action is necessary at the local level to insure the safety and well being of each and every student by making additional trips when children are stranded for whatever reason. Since we are more concerned about the children of South Carolina and take our responsibility to the parents of our children seriously, we believe we can and will always be able to offer a higher level of service because we do not have to be profit driven.

We believe we are now frugal and good stewards of public funds and we are receiving a good return on our investment. We must be very careful we do not sacrifice the quality of service for our children for perceived short-term savings and ultimately receive long-term sacrifice of quality and service.

If we are to be highly effective in utilization of local and state resources, school districts in addition to being held responsible and accountable for providing quality transportation services, must be empowered with authority to resolve pupil transportation issues. As I discussed with the committee, we believe through some reorganization of the State Office of Transportation to allow for more autonomy at the local and regional level for the County Supervisor and Area Supervisor of the State Office of Transportation and also deregulation of most of the paperwork process for the local school districts, the efficiency level of the current system would improve dramatically. This action would promote and encourage, innovation, pride of ownership, team concepts while eliminating redundancy, fear of participation and feelings of lack of support.

In regards to cumbersome paperwork, we believe efficiency of the current system could be improved by implementing computerized reporting of necessary data. We recommend state funding to provide software to the local school districts to enable them to communicate information directly to the users at the Department of Education. This would greatly alleviate the hundreds of man hours now required for collection, compiling, sorting and delivery of data. Most school districts have only one or two people to manage the transportation program and with the current data collection system. The existing manual systems require districts to choose between data and student services. A computerized system would help the districts avoid making a choice between data and student services. The computerization of the system would also provide districts with much needed information to better operate the pupil transportation program and help assure the appropriate response to emergency situations.

The SCAPT has reviewed amendments to state statutes adopted by the State Board of Education in 1993. We find that these amendments adequately address most of the Association's pupil transportation concerns. We call to the Study Committee's attention that the General Assembly has not yet acted on these State Board recommendations. We encourage the General Assembly's debate and adoption of these recommended statute amendments. I have enclosed a listing of these statute codes for the Committee's review.

Also, we have reviewed state statutes relating to school transportation and find that the recent revisions requested by the State Office of Transportation adequately address transportation concerns at this time. I have enclosed a listing of statute codes for your review.

While I cannot in this medium mention all suggestions for improving program efficiency, I will give several other examples we believe will improve operation efficiency.

1. Passage of legislation introduced past two years to combine the state mandated School Bus Drivers Certificate and federal mandate Commercial Driver License into one single document with concurrent issue and expiration.
2. Provide school districts and local bus shops, computerized routing hardware and software for state-wide uniform routing and reporting methods.
3. Empower third party testers to issue School Bus Certification as currently exists with Commercial Drivers License.
4. Empower school districts to explore alternative scheduling methods to better utilize facilities, equipment, personnel and other resources of both district and local state service providers.
5. Implement an age and obsolescence program to continue to purchase new technology buses to replace old worn out buses and thus dramatically reduce operational cost which will further indicate we can operate much less than private vendors.
6. Do not delay purchase of new buses as requested by the Department of Education this past year while studying other alternatives to a more effective and efficient system.
7. Implement line item budget allocations of funding for the state school bus transportation program

There are many issues and concerns that need to be addressed while evaluating the direction of the future of school transportation in South Carolina. While we are open to change, we encourage you to be diligent in your endeavors and allow the wealth of experience and information existing among school district and state transportation personnel to guide you in a positive and progressive manner.

We believe we have a good system and we do not want the program discarded in favor of privatization. We request you ask potential vendors how they propose to:

1. Provide better service to students

3. Provide for day to day contingencies for additional transportation for stranded children
4. Accommodate extra mileage for inclement weather situations
5. Accommodate extra mileage for early dismissal of an individual school due to a system failure
6. Accommodate extra mileage for "Splitting and doubling" routes due to absenteeism as not to have children waiting on roadways and the additional mileage
7. Additional cost for mechanical failure and the substitute bus cannot handle the capacity of regular bus thus resulting in additional trips and miles
8. Additional miles for returning midday kindergarten, special needs children and sick children to school or home as needs dictate
9. Additional miles for returning to school for discipline problems
10. Other contingencies outside the normal route description operation

As I stated to your committee, you have an awesome responsibility to the children of South Carolina to provide solid information and sound recommendations for the future of school transportation in South Carolina.

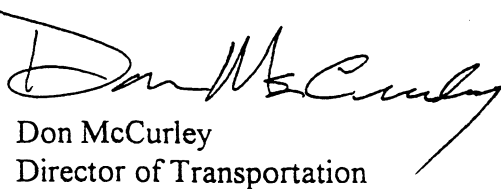
I have enclosed a plethora of materials that I trust will be useful to your committee.

Please be assured, I stand ready to positively provide any and all assistance possible to progressively and successfully move our program forward into the Twenty-First Century.

If I and the South Carolina Association for Pupil Transportation can be of further assistance, please do not hesitate to let me know. Also, I request your committee keep us informed of its findings and recommendations that may be sent to the Legislature.

For the safety of children, I am

Sincerely,



Don McCurley
Director of Transportation

cc: Members South Carolina of General Assembly
State Budget and Control Board
State Board Of Education
State Superintendent of Education
School District Superintendents
SCAPT Board of Directors
SCAPT Members

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Answered B

The Honorable Mr David Beasley,
Governor of South Carolina
PO Box 11369
Columbia, SC 29211

October 12, 1996

Sir:

We have heard and read about the consideration being given to privatizing the school bus transportation system of South Carolina.

While we agree with the intent of the Budget and Control Board to do what is most economical for the State, we urge great caution in considering this change.

Not only is the current system apparently highly cost effective, reportedly almost half the cost per student in our state versus the national average, there are ancillary benefits to be taken into account.

For example, there are secondary economic benefits to the state since monies spent by the Department of Education with local vendors and suppliers generate jobs and taxes on all levels. Spreading the various expenses of this operation out over a number of vendors, personnel, et cetera helps to increase the overall "ripple" effect, versus a very narrow "ripple" in contracting the entire service to one company.

As one of those vendors, having to bid for the business against others, we are aware that the DOE cost for goods and services are extraordinarily low, helping keep the cost per pupil and cost per mile among the lowest in the Southeast. A private fleet would not be able to benefit in the same way because of manufacturer's rebates for sales to governmental agencies, which are taken into account in bid pricing. The current system of centralized ownership of buses and maintenance facilities also helps control costs with increased buying power.

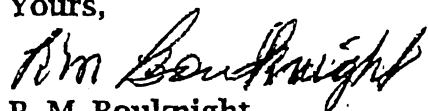
Consider too that once the assets of the DOE Transportation Division have been sold and the personnel dispersed, the contractor(s) providing the transportation of our children will have us over a barrel and it will

be very difficult for us to return to the system which has served South Carolina so well for so long.

We would urge you and the other officials involved in this decision to give the whole picture a long, long hard look at it before committing South Carolina to it 100%.

Thank you for your time and consideration.

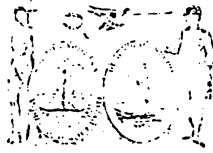
Yours,

A handwritten signature in cursive script, appearing to read "R. M. Bouknight".

R. M. Bouknight
President

FILE COPY

STATE OF SOUTH CAROLINA
State Budget and Control Board
OFFICE OF GENERAL SERVICES



DAVID M. BEASLEY, CHAIRMAN
GOVERNOR

RICHARD A. ECKSTROM
STATE TREASURER

EARLE E. MORRIS, JR.
COMPTROLLER GENERAL

1201 MAIN STREET, SUITE 420
COLUMBIA, SOUTH CAROLINA 29201
(803) 737-3880
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HELEN T. ZEIGLER
DIRECTOR

JOHN DRUMMOND
CHAIRMAN, SENATE FINANCE COMMITTEE

HENRY E. BROWN, JR.
CHAIRMAN, WAYS AND MEANS COMMITTEE

LUTHER F. CARTER
EXECUTIVE DIRECTOR

September 12, 1996

Mr. John Elliott
Ryder Student Transportation Services
PO Box 46907
St. Louis, Missouri 63146

Dear Mr. Elliott:

The South Carolina Budget and Control Board at the direction of the State Legislature is performing a feasibility study to determine the most efficient means of transporting students in South Carolina. Any study of this nature would obviously involve a comparison with private sector providers of this type service. The end result of this study is expected to be a report back to the Legislature with recommendations for future actions to be taken to improve service delivery and control costs in student transportation. Attached to this letter is a comprehensive packet of information on the current student transportation system in the state. This is the information that would be used for such a comparison. You are invited to make a 30 to 45 minute presentation to the staff that is conducting this study on behalf of your company, Ryder Student Transportation Services.

In order for us to make an accurate comparison of the services currently provided with those that can be obtained from private sector providers, you are asked to review the attached information carefully, and tailor your presentation to be compared with the services and system shown. *Specifically, we are interested in obtaining a range of estimated costs which could be used for comparison with current costs.* These should be expressed in the same format as those in the attached information to facilitate meaningful comparison. If your company is currently engaged in providing this service to any other governmental entity in the United States or if you have access to any such existing contracts, we would ask that you provide copies of those contracts. Any information which you provide can be considered and treated as proprietary information for our use in making our comparison and compiling the final report, if you so request. Information presented to us is for comparison purposes only and will not be considered as firm bids or commitment for future business by either party.

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SEP 13 1996

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MANAGEMENT

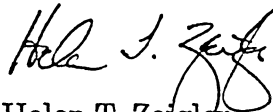
Mr. John Elliott
September 12, 1996
Page Two

Additionally, we would like to receive input on those items shown on the list below. As part of your presentation, within the time frame available, you are also invited to present any additional information or alternatives which you might propose, and which you believe would be in the best interest of the State.

- Any suggestions you might have of alternative usage of student transportation system vehicles outside the usage normally associated with such systems which would share costs or optimize their use.
- Optimum contractual periods (min. - max.) for obtaining service from private sector providers.
- Experience in moving from public sector to private sector service delivery and lessons learned from that experience.
- Suggestions on the optimum way of including currently owned transportation system assets in possible contracts, i.e. contractor purchase, replacement etc.
- Optimum vehicle replacement schedules, and a system for achieving them.
- Based on the state/district map enclosed in the packet, an optimum service area configuration which would stimulate competition among potential service providers.
- Suggestions on usage of transportation system assets in disaster response situations, and how that issue could be handled contractually.
- Suggestions on reasonable dependability standards which would be a part of any potential contracts(s).
- Suggestions on Legislative or statutory changes which would make the acquisition of private sector provided services easier.
- Information on routing and scheduling systems including automated systems which you would recommend or would propose.

The staff is scheduled to hear these presentations on **8 October, 1996** in **Room 802 of the AT&T Building, 1201 Main Street, Columbia, SC**. Please respond on the attached response sheet by **1 October, 1996**, if you are interested in making such a presentation. Upon receipt of your response, you will be contacted to discuss the presentation and scheduling in further detail. If you have any questions or need any further information or clarification prior to sending the response, you may contact me at (803) 737-3886 or Mr. Gerry Calk, my chief staff person who is assisting with the study at (803) 737-0668.

Sincerely,



Helen T. Zeigler
Office Director

HTZ/gwc

Attachments

Summary of Vendor Presentations
School Transportation Efficiency Study Group
October 8, 1996

In accordance with the decision of the study group reached in the meeting of September 19, 1996, the six largest vendors of school transportation services received invitations to present their perspective on the most efficient means of transporting students in South Carolina. Along with these invitations, each vendor was given a packet of information on the current system. Vendors were asked to review the information in the packet and make a comparison of their capabilities with the services currently provided. Additionally, the vendors were specifically asked to respond to the following questions or provide information in the following areas.

- A range of estimated costs which could be used for comparison with current costs.
- Any suggestions you might have of alternative usage of student transportation system vehicles outside the usage normally associated with such systems which would share costs or optimize their use.
- Optimum contractual periods (min. - max.) for obtaining service from private sector providers.
- Experience in moving from public sector to private sector service delivery and lessons learned from that experience.
- Suggestions on the optimum way of including currently owned transportation system assets in possible contracts, i.e. contractor purchase, replacement etc.
- Optimum vehicle replacement schedules, and a system for achieving them.
- Based on the state/district map enclosed in the packet, an optimum service area configuration which would stimulate competition among potential service providers.
- Suggestions on usage of transportation system assets in disaster response situations, and how that issue could be handled contractually.
- Suggestions on reasonable dependability standards which would be a part of any potential contracts(s).
- Suggestions on Legislative or statutory changes which would make the acquisition of private sector provided services easier.
- Information on routing and scheduling systems including automated systems which you would recommend or would propose.

Of the six vendors who received invitations, one (National) had been absorbed by Laidlaw and one (Durham) declined the invitation. The following is a summary of each of the other four vendor's presentations.

LIDLAW TRANSIT, INC.

Mr. Peter Settle, Mr. Jim Folkes and Mr. Gary Shaw represented Laidlaw Transit. Mr. Settle gave a detailed briefing outlining Laidlaw's capabilities. Depending on the Servicing Model, Laidlaw indicated that in their conditional review, the State of South

Carolina might save as much as \$250 million in a ten year period. However, of this \$250 million, \$120 million (approx.) would come from the sale of the existing bus fleet to the vendor and \$75 million (approx) would come from return on investment of this \$120 million.

Laidlaw presented three different models using different assumptions and projecting different savings levels for each model. The three models and the assumptions supporting each are as follows.

Full Service Model

Assumptions

- Laidlaw purchases existing fleet for \$119 million.
- 5% cost of state capital.
- Laidlaw to provide 2,160 new buses in first year.
- Laidlaw to provide 5,085 buses over the 11-year period.
- Laidlaw provides:
 - System Management
 - Routing
 - Maintenance
 - Existing Buses
 - Service Vehicles
 - Drivers and attendants
 - Student Safety
 - New Buses
 - Activity Buses
 - Facility Operation
- State Provides:
 - Insurance
 - Facilities
 - Fuel

Based on this model, Laidlaw projects total savings to the State of \$249,153,000 (includes the sale of the fleet and the return on investment of the proceeds of that sale at 5%) over a ten year period.

Beaufort Model

Assumptions

- Laidlaw provides:
 - System Management
 - Drivers and Attendants
 - Routing
 - Student Safety
- State provides:
 - Insurances
 - Fuel
 - New Buses
 - Facility Operation
 - Facilities
 - Maintenance
 - Existing Buses
 - Service Vehicles

Based on this model, Laidlaw projects total savings to the State of \$98,008,000 over a ten year period. The Beaufort model is based on the current contract between Beaufort County School District and Laidlaw, and uses the same structure.

Modified Beaufort Model

Assumptions

- State to provide 2,160 new buses in first year.
- State to provide 5,085 buses over the 11-year period.
- Laidlaw Provides:
 - System Management
 - Routing
 - Maintenance
 - Drivers and Attendants
 - Student Safety
 - Service Vehicles
- State Provides:
 - Insurances
 - Fuel
 - New Buses
 - Facilities
 - Facility Operation
 - Existing Buses

Based on this model, Laidlaw projects total savings to the State of \$124,857,000 over a ten year period.

When asked about capabilities and past experiences, Laidlaw stated that the largest fleet which they had ever converted from public to private in one contract was the Little Rock, Arkansas school district with approximately 600 buses. They indicated that this was about the upper limit of what they could handle in one year, in one contract. They recommended that potential contracts be limited to approximately 150 buses for best results. They also indicated that they believed that through the use of computerized routing and scheduling that they would be able to reduce the size of the fleet by approximately 1000 buses over time.

Finally, Laidlaw's representatives stressed that their presentation was based on the information in the packet and that this was inconclusive because DOE's packet did not contain District specific information that is required before an accurate assessment can be made.

VANCOM TRANSPORTATION

- Mr. Lynn Deason and Ms. Cheryl Douglas represented Vancom Inc. School Bus Operations. Mr. Deason began his presentation by stating that he was unable to present an accurate Feasibility Study of South Carolina's School Bus Operation due to insufficient information. Mr. Deason stated that the working group needs to proceed with caution because all costs (opportunity cost lost) were not available. He also recommended we use an outside consultant to get an accurate Feasibility Study.

Mr. Deason did, however, layout the basic areas Vancom would focus on.

- Alternative usage of student transportation system vehicles. They stressed that current state laws would require some adjustment to allow this.
- Contractual period with renewal options.
- Vancom's EXPERIENCE in moving from public to private
 - Open lines of communication.
 - Methods of making transition.
 - Use of local management (on-sight teams).
- Mr. Deason stated that Vancom would rather maintain the buses exclusively (very critical) and stated that they own approximately 95% of the buses they currently operate.
- He went on to say that Vancom would prefer to mimic Laidlaw's Beaufort Operations - 125 to 150 buses for an initial operational test bed.
- He recommended that contracts be configured around the existing maintenance facilities, and be limited 100-150 buses per contract to optimize competition.

Ms Zeigler asked if all current shop employees would be hired. Mr. Deason's reply was "qualifications and over-staffing were issues that would have to be considered." He stated that they preferred using local talent.

In a candid remark, Mr. Deason stated that he was not sure that Vancom could operate cheaper than the State of South Carolina. He went on to state that he was unable to determine if DOE is operating the buses efficiently.

Ms. Douglas explained the three major computerized routing systems:

1. **Edulog:** Most experienced company - good program, however, difficult to maintain batch files accurately due to map and boundary changes.
2. **Versatrans:** Uses digitized maps, no batch system problems, and is a Windows based program.
3. **Ecotrend:** Critical aspect is limited customer service.

Ms. Douglas went on to state that routing systems are not always beneficial in rural areas. Mr. Deason will send a contract example as soon as he returns to his office.

RYDER

Mr. Richard Clair and Ms. Connie Chiasson represented Ryder Student Transportation Services . Mr. Clair stated that Ryder Transportation includes other divisions besides student transportation and generates \$500 million in annual revenues.

Mr. Clair began his briefing by explaining a few competitive contracting strategies.

- Multiple vendors - State sets rate - then allocates routes to vendors based on past performance. (example. St. Louis)
- Alternative use of buses - i.e. public transit during off hours.
- Single Vendor contracts.
- Contractor or government can retain ownership of buses.
- Full mix of services available.

He reiterated a quote from Mr. David Cooke, Director of Business Support Services, City of Charlotte, North Carolina, "Our goal is the best service at the lowest price regardless of whether it is provided by the private sector or the public sector." After explaining how school bus support is dependent on Ad valorem taxes, he discussed the barriers of getting into the business.

Mr. Clair challenged the actual cost DOE identified (in the information packet) as operating cost. He stated that interest was not included in the calculations. He further stated that approximately 5 million dollars of capital expenditures were not identified. He made the following general observations.

- Ryder would be at or near our cost on labor.
- Would be lower on maintenance.
- Would be higher on safety.
- Would be lower on vehicles and parts.
- Ryder ratio of mechanics to buses would be 1 to 30. Current state ratio was 1 to 15.
- Ryder would disperse to more than the current 44 maintenance facilities.
- Optimum potential contract size would be 150 to 300 buses.

Mr. Clair was very general in his presentation, but echoed the same as other vendors, i.e., some cost were not included in the packet. He also stated that the fleet mix and several other variables prevented Ryder from offering specific recommendations.

ATLANTIC EXPRESS TRANSPORTATION GROUP INC.

Mr. Noel L. Cabrera and Mr. David T. Benware stated that they had been providing service in the City of New York since 1968 and had never lost a contract. They discussed their organizational chart and delineated the company capabilities of Atlantic Express. In presenting their organizational chart, they stated that if Atlantic Express was awarded the South Carolina School Bus Contract, a new division (Atlantic Express of South Carolina) would be established. Mr. Cabrera was not prepared to present a Capability/Feasibility Study of the South Carolina School Bus Operations because in their assessment, it would be best to initially test a small area. They did make the following general recommendations.

- They suggested using a regional approach to contracting with multiple zones and vendors in each region to increase competition.
- Subsequent contract renewals would involve reallocation of routes to vendors based on performance. Also cited St. Louis contract.
- Suggested that each zone be limited to 100 to 200 buses per zone. Indicated that their limit would be to absorb 100 to 200 in one contract.

Computerized routing systems were briefly discussed and Atlantic Express' preference would be Edulog vs. Ecotrend.

Additionally, Mr. Cabrera and Mr. Benware presented information on a shop management system which they currently use in all their shops. They highly recommended the ShopFax Maintenance Management System. They explained how the system reduces inventory, improves mechanic productivity, and reduces administration cost.

Mr. Cabrera will ensure the working group receives a copy of their St. Louis Contract as an example of what they offer.



L A I D L A W

TRANSIT, INC.

1014 VINE STREET, SUITE 1525, CINCINNATI, OHIO 45202, (513) 723-8700, FAX (513) 723-8704

RECEIVED

October 15, 1996

OCT 16 1996

Ms. Helen T. Zeigler
Office Director
South Carolina Budget and Control Board
1201 Main Street, Suite 420
Columbia, South Carolina 29201

Division of General Services
Administration

Dear Ms. Zeigler:

Thank you for the opportunity to present to the Board regarding the study of creating a public/private partnership for student transportation in South Carolina.

As I indicated in our presentation, because we do not have specific local operating information (i.e. wages, benefits, hours, etc.), the costs quoted herein are very preliminary and based on extrapolation of our current working knowledge of South Carolina school districts. I have made a few modifications to the financial calculations to reflect clarifications made during our presentation. I have also included expanded information regarding the basis for our preliminary conclusions. I have recapped the three service options presented at our meeting:

- Full-Service Model;
- Beaufort Model; and
- Modified Beaufort Model.

For the purpose of this preliminary study, I made the following general assumptions:

Laidlaw Proposed Cost Assumptions:

- 180 days of paid service;
- 350,000 hours of extra-curricular transportation service;
- Bus replacement on an 11-year cycle with 5,085 buses replaced over an 11-year period;
- Total fleet reduction of 941 buses, 550 buses due to routing economies and 391 buses due to reduced average fleet age requiring fewer spares;
- Assumes no growth in student population or service demands; and
- 3.0% annual increase in cost.

State and Local Cost Assumptions:

- 6.5% annual increase in local subsidies since 1991, for, among other reasons, the removal of high school students from driving positions and

thus, increasing the local supplements needed to operate transportation. Also in that same time period, drug and alcohol testing was mandated. Further, a dramatic decrease in the unemployment rate from nearly 7% to below 3% in many areas further justifies this cost increase.

- 2.5% local administration cost at the county level. This includes the expenditures of time and resources on transportation issues, but not specifically allocated to the transportation budget. This figure is low in our experience, especially considering the degree to which local school building administrators, central office and accounting personnel are involved in transportation in South Carolina school districts.
- Depreciation was based on an 11-year, straight-line model with replacements being made once the bus had completed its 11th year of service. This depreciation figure is higher than merely charging \$0.31 per mile (current State practice), because it includes the cost of the spare fleet (nearly 1,000 buses) and is expenditure based, not mileage based. If just mileage is used, then an average bus traveling 11,000 miles per year (South Carolina's approximate average) for an 11-year life at \$0.31 per mile yields an acquisition cost of \$37,510 per bus. This is much too low considering that the new buses purchased last year cost in excess of \$53,500 or \$0.44 per mile. Note the third column under the Full-Service option indicates the annual depreciation amounts.
- Assumes no growth in student population or service demands.
- 4.5% annual increase in cost.

The benchmark State costs (one for each model) used in the comparisons were developed as indicated below. Note that the Full-Service cost has depreciation added in the actual comparison chart.

	<i>Total State Cost</i>	<i>Full- Service</i>	<i>Beaufort Model</i>	<i>Mod. Beaufort Model</i>
Salary Aid	\$ 35,281,317	\$ 35,281,317	\$ 35,281,317	\$ 35,281,317
Workers Comp.	\$ 1,511,927	\$ -	\$ -	\$ -
Admin.	\$ 1,009,211	\$ 1,009,211	\$ 1,009,211	\$ 1,009,211
Maintenance	\$ 8,761,375	\$ 8,761,375	\$ -	\$ 8,761,375
Fuel	\$ 7,500,000	\$ -	\$ -	\$ -
Maint. Labor	\$ 11,351,154	\$ 11,351,154	\$ -	\$ 11,351,154
Troopers	\$ 102,703	\$ 102,703	\$ -	\$ 102,703
State Oper.	\$ 65,517,687	\$ 56,505,760	\$ 36,290,528	\$ 56,505,760
District Support	\$ 29,026,226	\$ 29,026,226	\$ 29,026,226	\$ 29,026,226
Subtotal Oper.	\$ 94,543,913	\$ 85,531,986	\$ 65,316,754	\$ 85,531,986
G&A	\$ 2,948,237	\$ 2,948,237	\$ 2,948,237	\$ 2,948,237
Total Oper.	\$ 97,492,150	\$ 88,480,223	\$ 68,264,991	\$ 88,480,223
Depreciation	\$ 23,385,651	By Schedule	\$ -	\$ -

1. Full-Service Contracting

Assumptions:

- Laidlaw purchase of existing fleet for \$119 Million;
- 5% cost of state capital;
- Laidlaw to provide 2,160 new buses in first year;
- Laidlaw to provide 5,085 buses over the 11-year period;
- Laidlaw provides:
 - System Management
 - Routing
 - Maintenance
 - Existing Buses
 - Service Vehicles
 - Drivers and Attendants
 - Student Safety
 - New Buses
 - Activity Buses
 - Facility Operation;
- State provides:
 - Insurances
 - Facilities
 - Fuel.

The 11-year comparison (in \$1,000s):

SY	State Op.	State Depr.	State Total	LDW Total	Inv. Return	Savings
1997	\$ 88,480	\$ 28,160	\$116,640	\$124,852	\$ 5,997	\$117,735
1998	\$ 92,461	\$ 30,348	\$122,810	\$127,327	\$ 6,297	\$ 1,780
1999	\$ 96,622	\$ 34,629	\$131,252	\$129,839	\$ 6,612	\$ 8,024
2000	\$100,970	\$ 30,978	\$131,948	\$132,387	\$ 6,942	\$ 6,504
2001	\$105,514	\$ 32,707	\$138,221	\$134,971	\$ 7,289	\$ 10,540
2002	\$110,262	\$ 31,593	\$141,855	\$137,590	\$ 7,654	\$ 11,919
2003	\$115,224	\$ 31,759	\$146,983	\$140,246	\$ 8,037	\$ 14,774
2004	\$120,409	\$ 31,672	\$152,082	\$142,937	\$ 8,439	\$ 17,584
2005	\$125,827	\$ 31,997	\$157,825	\$145,663	\$ 8,861	\$ 21,023
2006	\$131,490	\$ 46,767	\$178,258	\$148,295	\$ 9,304	\$ 39,266

"Inv. Return" reflects the 5% earnings on the proceeds of the fleet disposition. This must be included, since there is no cost of money in the base State operating figures. It and the fleet sale proceeds have been treated as an additional savings in these comparisons. The savings total is \$249,153,000.

2. Beaufort Model

Assumptions:

- Laidlaw provides:
 - System Management
 - Drivers and Attendants
 - Routing
 - Student Safety;
- State provides:
 - Insurances
 - Fuel
 - New Buses
 - Facility Operation
 - Facilities
 - Maintenance
 - Existing Buses
 - Service Vehicles

The 11-year comparison:

SY	State Total	LDW Total	Savings
1997	\$ 68,264,991	\$ 64,624,400	\$ 3,640,591
1998	\$ 71,336,916	\$ 66,563,132	\$ 4,773,784
1999	\$ 74,547,077	\$ 68,560,026	\$ 5,987,051
2000	\$ 77,901,695	\$ 70,616,827	\$ 7,284,869
2001	\$ 81,407,272	\$ 72,735,332	\$ 8,671,940
2002	\$ 85,070,599	\$ 74,917,391	\$ 10,153,207
2003	\$ 88,898,776	\$ 77,164,913	\$ 11,733,862
2004	\$ 92,899,221	\$ 79,479,861	\$ 13,419,360
2005	\$ 97,079,686	\$ 81,864,256	\$ 15,215,429
2006	\$101,448,271	\$ 84,320,184	\$ 17,128,087

The savings total is \$98,008,000.

3. Modified Beaufort Model

Assumptions:

- State to provide 2,160 new buses in first year;
- State to provide 5,085 buses over the 11-year period;
- Laidlaw provides:
 - System Management
 - Routing
 - Maintenance
 - Drivers and Attendants
 - Student Safety
 - Service Vehicles;
- State provides:
 - Insurances
 - Fuel
 - Existing Buses
 - Facilities
 - New Buses
 - Facility Operation

The 11-year comparison:

SY	State Total	LDW Total	Savings
1997	\$ 88,480,223	\$ 83,951,180	\$ 4,529,043
1998	\$ 92,461,833	\$ 86,469,715	\$ 5,992,118
1999	\$ 96,622,616	\$ 89,063,807	\$ 7,558,809
2000	\$100,970,633	\$ 91,735,721	\$ 9,234,912
2001	\$105,514,312	\$ 94,487,793	\$ 11,026,519
2002	\$110,262,456	\$ 97,322,426	\$ 12,940,029
2003	\$115,224,266	\$100,242,099	\$ 14,982,167
2004	\$120,409,358	\$103,249,362	\$ 17,159,996
2005	\$125,827,779	\$106,346,843	\$ 19,480,936
2006	\$131,490,029	\$109,537,248	\$ 21,952,781

The savings total is \$124,857,000.

As I stressed during our presentation, the only method to determine exact costs of contracting is for the State to issue a Request for Proposal (RFP) for a specific service area. This would give potential providers the opportunity to quote on specific operations with specific information about each school district. It is only after such a process can actual savings be quantified.

I also want to emphasize that much of our discussions have been about costs and savings. Although cost is a very important consideration, we must not fail to include the considerable improvements to the school transportation systems which would be made in a contract arrangement. These include many of the benefits which the Beaufort County Schools have realized through contracting with Laidlaw. These include considerable improvements in timeliness, service to parents, responsiveness, staffing, employee training and in-service. These improvements were achieved while reducing the number of accidents, both preventable and non-preventable. Although a cost benefit is difficult to assign to these improvements, it must be recognized that they present a significant value to the school district and its students.

Per your request, I have also enclosed three sets of color copies of our presentation (reflecting the above financial modifications) and five transportation service contracts for your reference.

Ms. Helen T. Zeigler

October 15, 1996

Page 6

If I can provide any other information, please do not hesitate to call. Once again, thank you for including Laidlaw in your exploration of contracted student transportation.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter J. Settle". The signature is fluid and cursive, with a long horizontal stroke at the end.

Peter J. Settle

National Director of Marketing,
Education Transportation

Enclosures

PJS/trm

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School Transportation Contracting

South Carolina Budget and Control Board Office of General Services

October 8, 1996

L A I D L A W

1



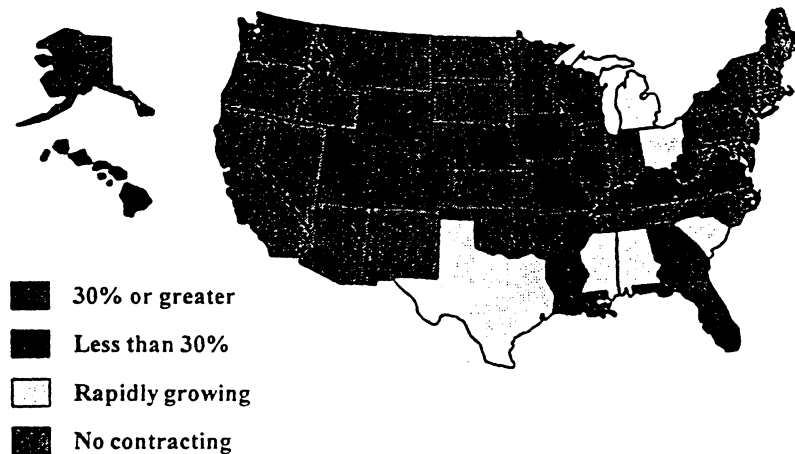
Contracting Generally

- Laidlaw has contracts which date back to 1913
- 32% of all buses in the U.S. are contracted
- Types of contracting
 - Management Contracting - workers remain employees of the district (least common)
 - Full-Service Contracting - workers become employees of the contractor (most common)
 - Combination - Initiate with Management and move towards full-service by attrition

L A I D L A W

2

School Bus Contracting in the U.S.



L A I D L A W

3

Why Are School Districts Considering Contracting?

- To save money and to avoid capital outlays
- To update aging bus fleets
- To provide the latest in technology
 - Computerized route planning
 - Computerized maintenance tracking and auditing
 - Driver training, selection and retention
- To provide increased student safety awareness
- To improve the overall transportation program

L A I D L A W

4



How Are Cost Savings Realized?

- Sophisticated management techniques
- Better and more productive equipment
- Greater incentives to innovate
- More efficient deployment of workers
- Bulk purchasing of capital equipment and operating supplies
- Sharing of administrative costs among districts

L A I D L A W

5



Programs Offered by Laidlaw

- Supervisor Management Training Programs
- Innovative Student Training Programs
- Extensive Basic Driver Training
- In-service Driver and Mechanic Training Programs
- Computerized Routing Capabilities
- Computerized Preventive Maintenance (V-Trak)
- SRI/Gallup Structured Interviewing
- Employee Incentive and Retention Programs
- Service Evaluation Programs

L A I D L A W

6

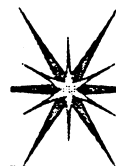


Transportation Service Components

- Drivers and Attendants
- Routing
- Student Safety
- System Management
- New Buses
- Existing Buses
- Maintenance
- Insurances
- Facility Ownership
- Facility Operation
- Fuel
- Service Vehicles

L A I D L A W

7



Drivers & Attendants

- Recruiting
- Training and Certification
- Retention and Incentives
- Payroll and Benefit Administration

L A I D L A W

8

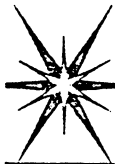


Routing

- Use of Edulog routing system paramount
- Computerized optimization
- Automated routing and support with Laidlaw
 - Laidlaw has a dedicated logistics division
 - Extensive routing experience for districts from 1,000 to 400,000 in enrollment
 - Savings from optimization of runs and routes
 - Technical support and training

L A I D L A W

9



Student Safety

- Training Programs
- Optional Equipment Specification
- Student Awareness Programs
 - Kid ID Tags
 - Zipper Pulls
 - Critters
- Development of new programs

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10



System Management

- Overall system management
- Coordination of all service components
 - Human resources
 - Maintenance
 - Routing and logistics
- Liaison to school district, community, employees and parents
- Allocate Laidlaw resources and support staff

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11



New Buses

- Purchase replacement buses on 11-year replacement program
- Option to have Laidlaw purchase replacements
- Replace 5,085 vehicles over 11-year period
- Reduce fleet requirements by 941 vehicles over period
 - Increased routing efficiency (550 buses)
 - Improved fleet reliability (391 buses)

L A I D L A W

12



Existing Buses

- Option to sell the current fleet of 6,026 buses
 - Value of approximately \$120-\$145 Million
 - Maximizes State cash flow
- Option to retain ownership of current fleet
 - Laidlaw to provide all replacement buses
 - Replace entire current fleet in 11 years
 - Still have debt service for existing bonds
- Activity Buses - Laidlaw or County ownership

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13



Maintenance

- Repair all buses
- Own and manage inventories
- Operate computerized repair tracking system
- Perform preventive maintenance on all vehicles
- Perform or contract component rebuilding

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14



Insurances

- Tort liability coverage (sovereign immunity) and administration
- Worker's compensation coverage and administration

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15



Facility Ownership

- Existing 45 state garages
- Provide capital repairs and improvements
 - Environmental compliance
 - New roofs, structural components, resurfacing
- Lease to Laidlaw under full-service option
 - \$1 per year
 - Fair Market Value
- Own inventories and shop tools

L A I D L A W

16

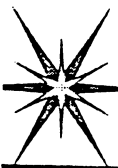


Facility Operation

- Maintain and repair facility
- Heat, light and other operating expenses
- Communication expenses
- Security
- Custodial

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17



Fuel

- Purchase all school bus fuel
- Deliver fuel to user site
- Tax implication if buses are owned by Laidlaw

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18



Service Vehicles

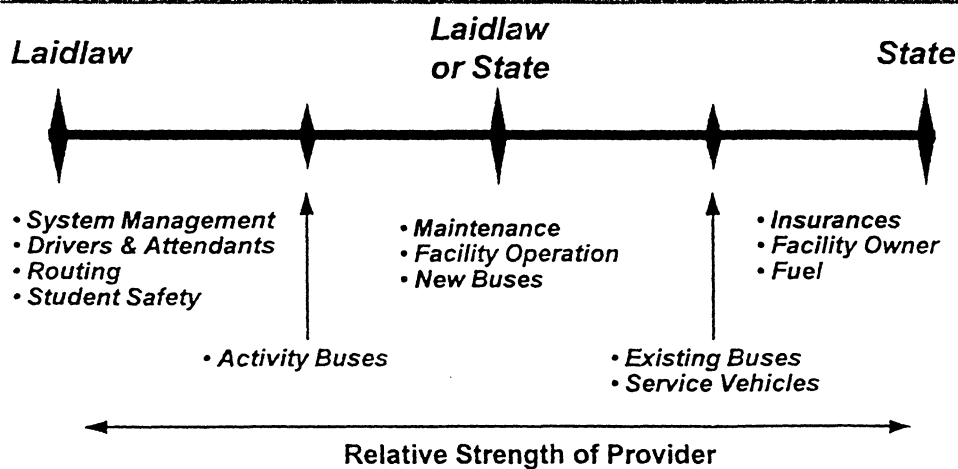
- Service trucks
- Wreckers
- Fuel tankers
- Station wagons
- Tractors

L A I D L A W

19



Service Component Continuum

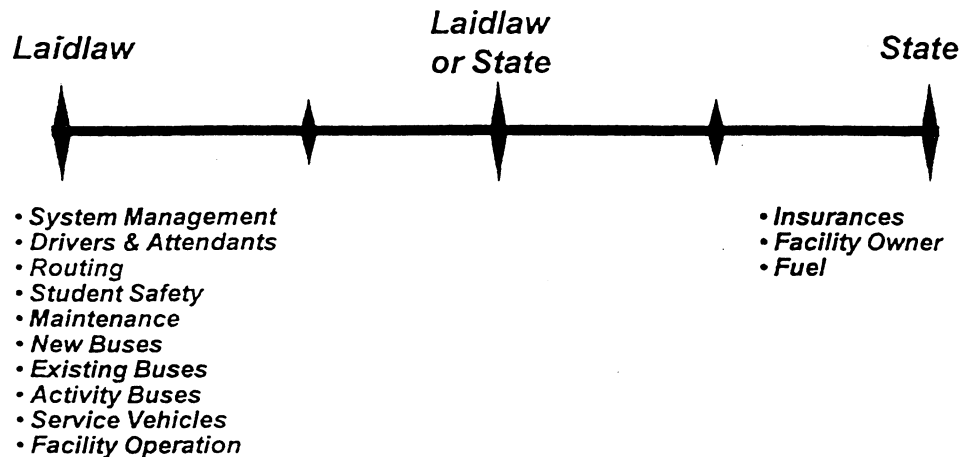


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20



Full-Service Model



L A I D L A W

21



Full-Service Model Cost

- > Cost Analysis Assumptions
 - > 180 days of paid service
 - > 11-year bus replacement program
 - > 2,160 new buses in first year
 - > 5,085 buses over 11-year period
 - > No operating expenses for facilities
 - > State depreciation based on 11-year straight-line
- > Cost: \$118-136 Million per year
- > \$251 Million savings over 10-year period

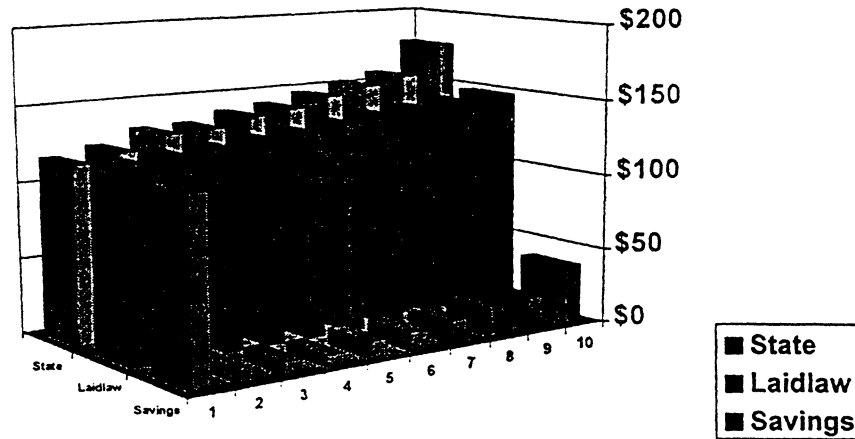
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22



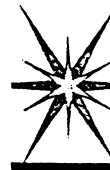
Full-Service Model

Accrual Basis Comparison

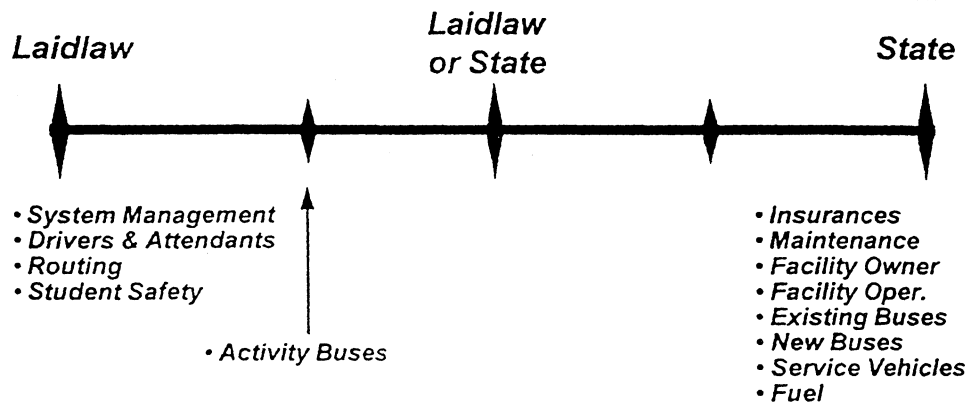


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Beaufort Model



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Beaufort Model Cost

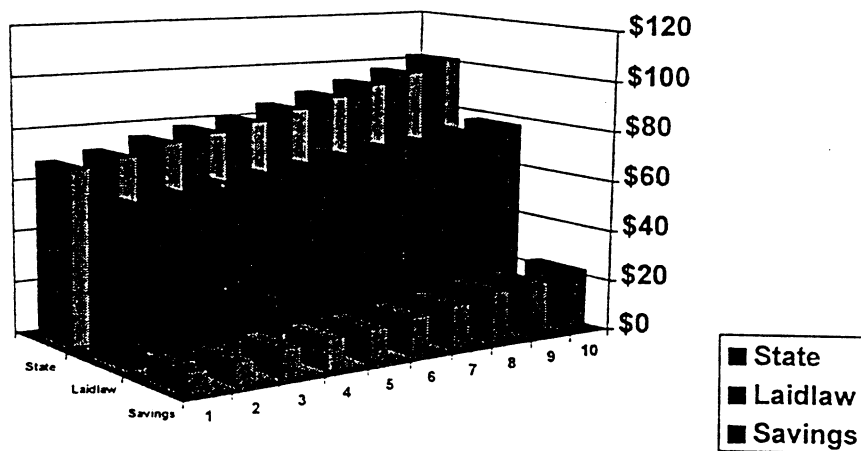
- Cost Analysis Assumptions
 - 180 days of paid service
 - Flexible state bus replacement program
 - Depreciation based on 11-year straight-line
- Cost: \$57-66 Million per year
- \$151 Million savings over 10-year period

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Beaufort Model Accrual Basis Comparison

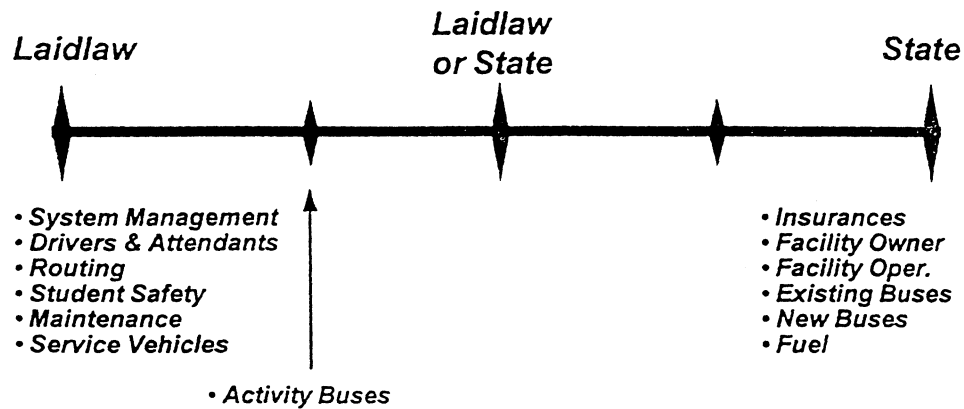


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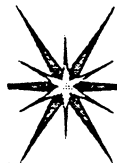


Modified Beaufort Model



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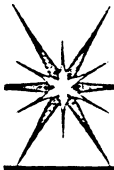


Modified Beaufort Model Cost

- Cost Analysis Assumptions
 - 180 days of paid service
 - Flexible state bus replacement program
 - Depreciation based on 11-year straight-line
- Cost: \$84-97 Million per year
- \$89 Million savings over 10-year period

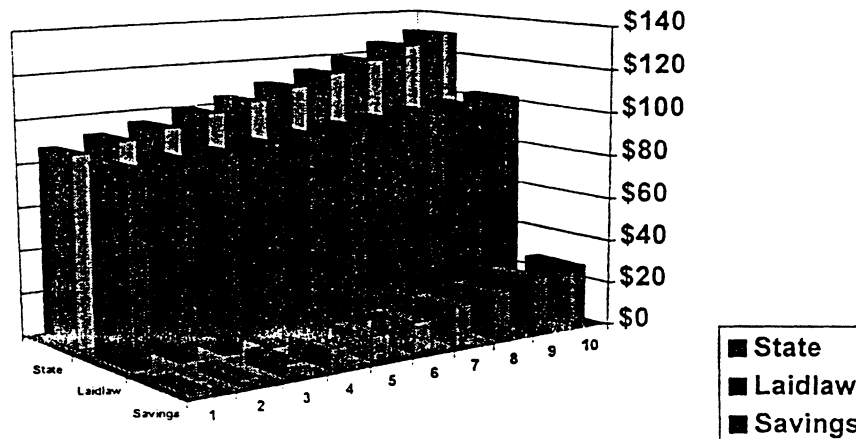
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Modified Beaufort Model

Accrual Basis Comparison



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Alternative Utilization of School Bus Fleets

- Available for alternative uses in mid-day, evenings and weekends
- Buses can provide community access (circulator) services
- Usage for scheduled medical and shopping trips for the elderly
- Stimulation of retail enterprise zones
- Complement public transit with feeder routes

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Typical Contract Terms

- Five year rolling contract term
- Convert service areas to contracting over a seven to 10-year period (by repair facility)
- Fleet repurchase provisions
- Facility lease/purchase arrangements
- Indemnity provisions



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Conversion Experiences

- Laidlaw accomplished more conversions than all other providers combined
- Converted Little Rock Public Schools - single largest U.S. conversion
- Converted 47 districts in 12 states in past three years
- Converted first South Carolina district - Beaufort County in 1995, renewed for three years in 1996



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Conversion Programs

- **Driver Retention, Orientation and Incentives Programs**
- **Parent and Community Communications Programs**
- **Laidlaw “Open Houses” educating community about transportation challenges**
- **Un-matched financial and operational resources to assure safety and integrity**
- **Proven Public Relations and Media Support Programs**
- **Local parts purchasing and community involvement**

L A I D L A W

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Service Area Configuration

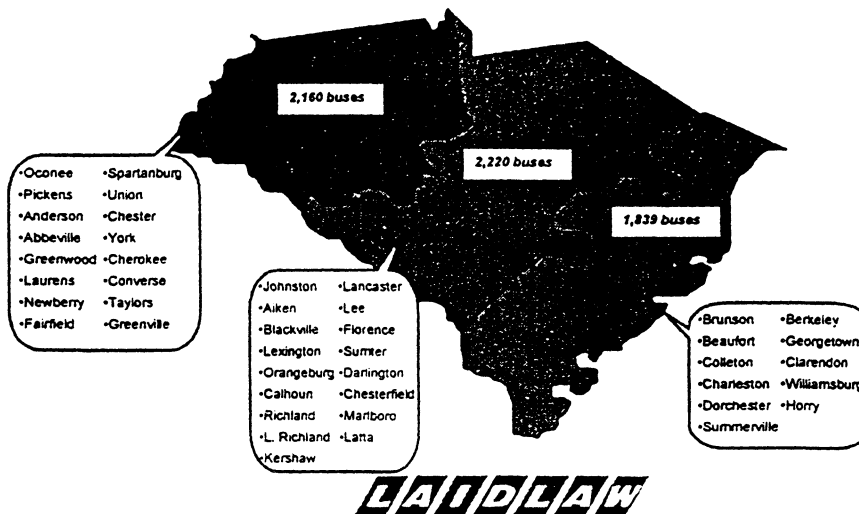
- **Consider conversion over seven to 10-year period by service area**
- **Determine resources and level of interest of each vendor**
- **Develop service area which permit vendors to develop operating synergies**
- **Competitively negotiate with interested vendors for costing of service areas**

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Service Area Configuration



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Disaster Response

- Provide upon request of Governor or other local authority
- Available for evacuation service
- Respond to Emergency Preparedness Services
- Support other coastal communities with evacuation services

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Performance Standards

- Safety performance incentive based on reduction in accidents over previous operation
- Shared routing efficiency incentives and goals
- Timeliness and staffing adequacy criteria
- Equipment condition and inspection criteria

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Suggested Statutory Changes

- Exemption extension to privately-owned vehicles engaged in public service (for full-service option)
 - Fuel tax
 - License plates
 - Sales tax
- Negotiated purchase of existing fleet and inventories (for full-service option)
- Laidlaw participation in State insurances or payments in lieu (if provided by Laidlaw)
 - Worker's compensation
 - General liability/sovereign immunity

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Strengths of State System

- Liability insurance and sovereign immunity
- Worker's compensation insurance
- Experienced purchaser and transporter of fuel
- Experienced purchaser of buses and parts
- Attractive cost of capital

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Strengths of Laidlaw

- Employee Selection and Retention Programs
 - SRI/Gallup Structured Interviewing
 - Employee Incentive and Education Programs
- Employee Training
 - Basic training - Defensive Driving and Pupil Management
 - In-service Training - keeping skills sharp

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Strengths of Laidlaw

- Computerized routing and logistics
 - Utilize Edulog
 - Dedicated routing logistics division with tremendous experience
- Purchasing economies of a 36,000 bus fleet
- Transportation management experience and depth
- Computerized maintenance management

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Third Party Advocacy

- “The privatization of school transportation allows us to devote more resources to our core mission: Education.” *Supt. Daniel Ross, Pickerington Local Schools (OH)*
- “It is not government’s obligation to provide services, but to see that they’re provided.” *NY Governor Mario Cuomo*

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Third Party Advocacy

- “The trend is going to be toward more contracting for non-instructional support services.” *Joe Agron, Editor, American School and University*
- “As someone who’s spending taxpayer money, we want to make sure we provide the best quality at the least cost. Private companies have more expertise; it makes sense to go to the people for whom that’s their business.” *Supt. Leslie Carnine, Wichita Falls Ind. School District (TX)*

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Contracting Is

- Retaining and training of current employees
- Boards delegating operations while retaining policy control
- A long term solution to a growing need
- *Competition* for provision of service
- Providing increased educational resources of both time and money

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State of South Carolina

Budget and Control Board
Office of General Services Public School
Pupil Transportation Services

ADMINISTRATION

The True Cost of Student Transportation

By Karen Finkel
Executive Director
National School
Transportation Association

What does it cost to transport all those students to and from school each day? Many school districts may not really be sure—even though they may think they are.

A new study by the California Department of Education confirms that many school districts fail to account for all the costs associated with pupil transportation:

- Costs are often hidden in other parts of the budget, including administrative and support services, utilities and insurance;
- The true cost of assets such as buses, buildings and real estate that have already been paid for are often omitted altogether, despite their large opportunity cost—that is, their value if they were available for an alternative use;
- School districts rarely account for depreciation, as businesses are required to by standard accounting practices.

According to Robert O'Neill, principal in the Sacramento office of KPMG Peat Marwick and author of the California study, *Handbook for Identifying and Analyzing Pupil Transportation Costs and Contracting from Pupil Transportation Service*, a district can easily understate the cost of its transportation program by 25 percent.

In a typical 50-bus operation, for instance, the school district might think its expenses were about \$1.5 million a year. But when support services, insurance, maintenance, depreciation and the like are added in, actual costs are more like \$2.1 million. (See table, page 12.)

"Without complete information on what it costs to provide this vital ancillary service," says O'Neill, "it's impossible to budget accurately, track expenditures properly or know where to cut costs. The basis of responsible budgeting and planning is good, reliable data."

While most districts have moved to program budgeting, rather than old-fashioned line-item budgets, transportation often seems to be a holdout. Costs that clearly should be attributed to operating a fleet of buses—from insurance to building maintenance to administrative support—are instead often listed as separate line items, or else attributed to the wrong program.

A growing number of districts have learned that the quickest route to both lower costs and improved service is hiring a student transportation contractor. But poor data and outmoded accounting systems can make the district's operation look more efficient than it is, and make the contractor's price seem less favorable than it actually is.

Saving money

In Waco, TX, when district officials calculated their true costs, they realized that contracting had saved more than \$300,000 in operating costs and some \$600,000 in capital costs, in the first year alone.

Dr. Jim Hensley, superintendent in Waco at the time of the switch, says, "On top of significant cost savings, the contractor provided a newer fleet, as well as a host of improved systems—from routing to mechanical repairs to safety education—that we wouldn't have had the expertise to institute on our own."

For districts without a handle on costs, the California study contains a

complete set of worksheets that make it easy to break down costs by type of resources used (personnel, consumables, durable equipment or capital), by the type of transportation service (home-to-school, special education, or extra-curricular) and by cost category (direct cost by route or type of service, direct variable costs to the district, fixed overhead costs or fixed indirect cost).

Some costs—such as driver and mechanic wages, fuel costs, bus tires or maintenance purchased from an outside vendor—are easy to identify as a transportation cost. Other costs may be harder to capture:

- *Operating expenses*, such as standby driver wages, wages and salaries for management and support staff, fringe benefits and payroll taxes, workers' compensation, insurance, vehicle leasing, equipment maintenance, tools, utilities, two-way radios, office supplies, equipment and furnishings—and, most of all, the value of tasks performed by other offices.

- *The cost of capital*, including depreciation of buses, buildings and major equipment; rental or lease of land or buildings used for bus parking, repair and office space; the opportunity cost of the district's investment inland; and the interest cost of investment in vehicles, buildings and equipment.

Allocating costs

As outlined in the California handbook, the first step in evaluating a transportation operation is to examine what the district needs to know, then allocate costs to match. If the forms provide too great a level of detail, it's easy to combine categories.

For example, if a district knows its total bus driver wages but doesn't track wages by type of service, it

A typical school district with 50 buses might think its transportation operation was costing this much per year ...

Wages and salaries		Operating costs	
Administration	\$79,000	Materials and supplies	136,000
Drivers	782,000	Fuel	137,000
Maintenance	111,000	Other	24,000
Subtotal	972,000	Subtotal	297,000
		Capital expenditures	250,000
		Total expenditures	\$1,519,000

... while the actual annual costs were really more like this

Wages and salaries		Operating expenses	
Driver wages	\$782,000	Fuel	137,000
Mechanic wages	111,000	Materials and supplies	132,000
Overtime	5,000*	Purchased services	40,000*
Overhead salaries	68,000*	Insurance	50,500*
Payroll taxes	105,200*	Facility maintenance	2,500*
Workers' comp	76,800*	Utilities	4,000*
Fringe benefits	78,900*	Administrative services	62,000*
Subtotal	1,226,900	Office equipment	5,000*
		Other	22,000*
		Subtotal	455,000
Capital costs			
Bus depreciation	346,000*		
Equipment depreciation	35,000*		
Interest			
Subtotal	440,250	Transportation costs	\$2,122,150

*Items not included in district's known costs

could apply an allocation factor, such as bus-hours of service or mileage. If one-third of all bus-hours are devoted to special education, or 92 percent of all mileage is on buses used in home-to-school routes, that percentage could be applied to driver wages—or to any other category, such as the cost of replacement parts.

Many districts also fail to analyze the level of service they provide to their students.

What would the impact be of changes, such as an increase in the walking distance, a larger or smaller bus route area, improved route design or adjusted bell schedules (to allow the same bus to service more than one route)? Knowledge of the cost associated with each change would allow the district to realize the implications, in both cost and patron satisfaction, of higher or lower levels of service.

And, of course, improved data collection allows the administration to measure performance. Detailed performance measures can be used as a basis for employee or manager incentives or penalties, to evaluate changes in policy—e.g., regarding safety procedures or extra-curricular service—or to monitor the performance of a contractor.

With proper data collection, it's possible to measure performance in any number of ways:

- **General performance**—stops or routes missed, early or late runs, patron or rider satisfaction, percentage of vehicle capacity used.

- **Safety measures**—accidents, incidents, injury rates.

- **Personnel measures**—driver turnover, driver credentials or performance, absenteeism, workers' comp claims.

- **Equipment measures**—vehicle downtime, condition of fleet.

- **Cost measures**—cost per mile, per pupil, per category of pupil.

One of the quickest ways to learn what it costs to operate a transportation program is to ask the advice of a student transportation contractor. These small business people, who must vie for business in a competitive free market economy, tend to be exceptionally knowledgeable—not just at cutting costs, but at knowing how to meet each individual district's service needs at a price they can afford.

Maintaining control

But cost isn't the sole consideration. In suburban Cincinnati, Dr. Dennis W. Hockney looked for a contractor who would treat students and employees properly, not necessarily the low bidder.

"Cost was certainly part of the reason we hired a contractor, and I think we're going to end up saving money because our capital cost, for acquisition of buses, will be less," says Dr. Hockney, superintendent of Madeira City Schools. "But the real savings is that we'll be able to devote more of our time to educational matters."

Contracting for student transportation has given Madeira's schools an assistant superintendent for curriculum. Formerly, this administrator spent most of his time worrying about operation of the district's 10 buses.

"Whenever there was a transportation problem, it had to be solved immediately, because it involved a child not being picked up or something like that," says Dr. Hockney. "Transportation always got priority. It consistently took us away from what we're here for."

Dr. Hockney found he is able to exert control over the way the contractor handles the district's employees. He insists that all employees be offered jobs at the same rate of pay and with comparable benefits. Of the district's 10 drivers, 8 have signed on with the contractor, Settle Service.

"We needed to get out of the transportation business and spend more time in the education business," adds Dr. Hockney. "And we believe we've found a contractor who could help us do just that." ■

Areas to address

- Alternative usage of student transportation system vehicles
- Optimum contractual periods
- Experience in moving from public sector to private sector
- Method of including currently owned transportation system assets when privatizing
- Optimum vehicle replacement schedules

Areas to address

- Optimum service area configuration
- Disaster response utilizing transportation system
- Dependability standards in contracts
- Legislative or statutory changes for privatization
- Routing and scheduling systems

**Most efficient means
of transporting
students in South
Carolina**

Choices:

- 1) Additional privatization projects to compare level of service and cost effectiveness
- 2) Hire a transportation consulting firm to closely examine all aspects of the state's transportation system and recommend options.

**Improve service
delivery**

Safe business practices are good business. Contractors have developed safety programs that oftentimes go beyond state and federal mandated minimum standards. These programs are a direct result of safety policies and procedures required at each school bus location.

Sample programs:

Accident Policy
Affirmative Action
Equal Employment Opportunity
Hiring and Selection
Driver Training and Retraining
Escort Training
Drug and Alcohol Policy
Maintenance Procedures
Quality Action Teams
Public Relations Teams
Training for Special Ed
Video Library

**Cost comparison -
public vs. private**

Public cost figures are inconclusive due to unknown local supplements.

Private contractor cost figures -- Consider the following scenarios:

- 1) Rural school district
Route length = 50 miles
of riders = 15
- 2) Rural school district
Route length = 50 miles
of riders = 50
- 3) Suburban school district
Route length = 5 miles
of riders = 50
- 4) Urban/suburban school district
Route length = 10 miles
of riders = 100 (due to tiered routing)

The annual cost for the buses in each scenario is placed at \$30,000. The cost per student and cost per student mile however differs tremendously. See chart below. Each school district throughout the state will have factors that make it unique from other districts.

	#1	#2	#3	#4
Route Length	50	50	5	10
# of Riders	15	50	50	100
Cost of transportation	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000
# of days	180	180	180	180
Annual mileage	9,000	9,000	900	1,800
Cost per mile	\$ 3.33	\$ 3.33	\$ 33.33	\$ 16.67
Annual cost per student	\$ 2,000.00	\$ 600.00	\$ 600.00	\$ 300.00
Cost per student mile	\$ 0.22	\$ 0.07	\$ 0.67	\$ 0.17

**Alternative usage of
student
transportation
system vehicles**

State laws would need to address licensing for vehicles used for both school transportation and public transportation. Examples of such usage might include:

- Girl and Boy Scout Trips
- Convention transportation
- Church groups
- Sporting events transportation
- Leasing for Agricultural Activities
- Employee shuttles

**Optimum
contractual periods**

Optimum contractual periods would range from three to five years.

**Experience in
moving from public
sector to private
sector**

Initially, a start-up team of experts would be formed. This team would work with the on-site manager to develop a start-up plan specifically tailored to meet the needs of the local operation. The expertise of this team might include human relations, safety, operations, computers, accounting and maintenance.

The management would provide, at a minimum, the following for the current district staff affected by the transfer:

1. The process for continuing their employment
2. Wages and Benefits
3. Status of seniority
4. The company's culture, vision and philosophy

Employee handbooks would be developed and might address, in addition to the items listed above:

1. Work environment, policies and conditions
2. Job Descriptions

**Method of including
currently owned
transportation
system assets when
privatizing**

3. Safety policy
4. Drug testing program
5. Employee evaluations
6. Vehicle maintenance
7. Communications
8. Accident policy
9. Route and field trip assignment policies
10. Incentive Programs structure
11. Standard of Dress
12. And other key policies and procedure

It is critical to open lines of communication to the public and district employees as early as possible during the transition from public to private. Frequent and up-front communications will ease fears and uncertainties. Depending upon local environments, communications might include media coverage, open meetings and direct mail.

There are no hard and fast rules in determining what would happen to existing state assets.

- In some parts of the state, it might make the most sense to title the vehicles in the local school district's name and allow them to manage their own transportation system.
- In other districts, after receiving title to the vehicles, the districts may choose to out-source their transportation system. The districts could either choose to retain ownership of the assets and lease them to the in-coming contractor or sell them to the in-coming contractor.
- If a district should choose to sell the transportation assets, provisions regarding the return of assets at the termination of

Optimum vehicle replacement schedules

the contract may be specified.

- A district may choose to retain ownership of existing assets but require that all new equipment be purchased by the contractor. This method allows for a gradual change-over.

In all scenarios with the exception of the district running their own system, a contractor would require that the contractor be responsible for maintenance.

There is a need for flexibility in determining replacement schedules. A number of factors would need to be considered:

- Gasoline vs. Diesel
- Transit style vs. conventional vs. small buses
- Age
- Technology of the bus
- Local environment / conditions
- Mileage

As a general rule, vehicles are replaced when they reach 10 - 12 years of age and/or 200,000 miles. However, as indicated above, factors may affect this schedule. For instance, an eight-year old gasoline bus with 150,000 miles may be replaced with a new diesel bus. The diesel bus may have better operating efficiencies that in a few years would make it a more cost effective choice. But, if the gasoline bus were operating in a contract with only one year remaining and no extension available, the gasoline bus might not be replaced.

**Optimum service
area configuration**

The complexity of the state and the 91 school districts does not easily lend itself to a proposal.

**Disaster response
utilizing
transportation
system**

Providing state regulations allow utilization of school transportation assets, contractors are willing to assist in disaster response. For example, Northern Illinois was hit a number of times this summer with immense flooding. We assisted a number of communities by providing vehicles for emergency evacuations.

Availability of vehicles (which is affected by the time of year) and the length of time emergency vehicles would be needed would need to be addressed. At a minimum, operational costs would need to be covered.

**Dependability
standards in
contracts**

Following is sample language regarding standards:

EQUIPMENT

Contractor shall keep all equipment used in the transportation of students in strict accordance with the laws of the State of South Carolina, and all rules, regulations and specifications established by, but not limited to, the State Board of Education and the Department of Transportation. All equipment shall be maintained in sound mechanical condition at all times to pass the required State School Bus Inspections. All equipment shall be maintained in a clean and sanitary condition. All equipment must be open to examination by authorized

District personnel during normal working hours.

Contractor shall maintain an adequate number of stand-by buses so as to assure that it can provide uninterrupted service in the event of mechanical breakdowns or extra trips. Stand-by vehicles shall meet the same standards as regular route vehicles.

Contractor must furnish at the beginning of each school year a listing of equipment to be used. Such lists to include: 1) model; 2) year; 3) body type and 4) odometer reading. Any changes during a year must also be reported to the District.

SCHEDULES

All schedules shall be in keeping with safety to school children so as to deliver students within a reasonable time prior to the opening of the various schools, and so as to deliver them to their respective bus stops within a reasonable time after the close of the school day.

Contractor shall cooperate with the community and news media so that any pertinent items affecting the transportation program may be brought to the attention of the public. All items of this nature shall be approved and authorized by the District before publication.

Routes shall be established by the Contractor in consultation with the District. The routes shall be established no later than August 1, 19__ and every August

1 thereafter.

District shall notify Contractor whenever route or time changes are necessary and Contractor shall make every reasonable effort to adjust its operation so as to accommodate all such changes within ten business days after receipt of notice form District.

The Contractor's representative shall check weather and road conditions and keep the District Superintendent informed. In the event of inclement weather or for any reason school must be canceled or delayed, the District shall notify the Contractor prior to 5:30 am on the day of such cancellations or delay. In the event that school must be dismissed early, the District shall notify the Contractor as soon as possible before the dismissal. All decisions of the District shall be final.

DRIVERS

Contractor will present recommendations for hiring of personnel to District for approval. District retains right to refuse personnel for use in completing this agreement. Prior to deciding upon its work force to perform service under this contract, the Contractor agrees to interview all existing District personnel and to offer employment to those individuals who are acceptable to the contractor and who are willing to work under the terms and conditions specified by the contractor.

Contractor will maintain the following information relative

to each driver that will be used and be responsible for keeping such information current.

- a. Name of driver (Last, first and middle initial)
- b. Driver's address
- c. Driver's permit and license number
- d. Normal routing assignment

District shall have the right to require the dismissal of any person or driver employed by the Contractor who, in the District's opinion, is not qualified or appropriate to operate a school bus.

Contractor agrees that vehicles transporting students will be operated only by persons holding the required license and the proper certification issued by the State of South Carolina. Each such operator shall follow the instructions and requirements of the State of South Carolina and of the School District and shall at all times observe and comply with all motor vehicle laws and regulations. Each such operator shall provide to the School District such reports as the School District may reasonably request.

STUDENT DISCIPLINE

It is to be understood that decisions on disciplinary problems, suspensions or expulsions will rest with the District's principals, superintendent or school board. The driver is responsible only for discipline required to operate the bus; the drivers should refer discipline problems to the appropriate building principal.

INSURANCE

At all times during the term of this contract, Contractor shall maintain and pay for comprehensive general liability insurance in companies authorized to do business in the State of South Carolina, with coverage including without limitation all passengers on Contractor's vehicles hereunder, in minimum amounts of not less than Twenty Million Dollars (\$20,000,000.00) bodily injury and death and/or property damage, combined single limit for each occurrence, and the terms of such policy or policies shall provide that the same shall not be canceled by the insurance company except upon not less than thirty (30) days notice to Contractor and the School District.

Contractor shall carry Workmen's Compensation insurance as required by law.

Prior to undertaking any transportation of students, Contractor shall deliver to the School District a certificate executed by authorized agents of the insurers evidencing that the insurance required hereunder, including the limitation on cancellations, has been issued and is in full force and effect.

Currently, state law allows funding equal to the state average cost per student to districts who out-source their transportation. It is anticipated that if the state continues to move toward privatization, the state funding formula will need to be reevaluated.

**Legislative or
statutory changes
for privatization**

Routing and scheduling systems

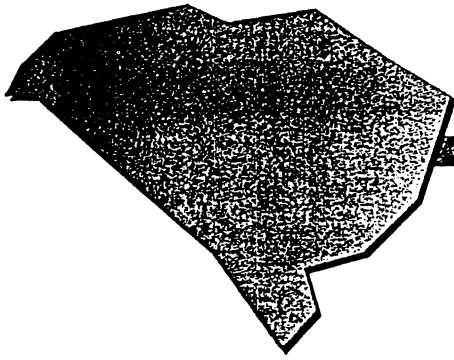
Routing programs have been utilized for many years around the country. At first offered as an ultimate solution, it is now recognized that computerized routing programs are not the answer for every school district. For example: Small rural districts or districts with little growth or change probably would not benefit from a computerized routing program. The cost and time involved outweigh the benefits.

There are a number of routing packages available for purchase. Popular programs include: Ecotran; Edulog by Educational Logistics; and VersaTrans by Creighton Manning.

Vancom has developed its own driver and escort scheduling program called TAP. TAP is an acronym for Terminal Application Program. TAP is a comprehensive software package tracking driver and escort activity including scheduling, payroll and route packaging. We have provided a copy of a video profiling the TAP software.

Feasibility Study

- Most efficient means of transporting students in South Carolina
- ➔ Improve service delivery
- ➔ Control costs in student transportation
- ➔ Cost comparison - public vs. private



Recommendations to the State of
South Carolina State Budget and
Control Board

on Methods for Optimizing Cost
and Quality Factors of Pupil
Transportation Services

Ryder Student
Transportation Services
October 1996



TOPICS OF DISCUSSION

- ◆ Industry Experience
- ◆ Competitive Contracting Strategies
- ◆ Answer Your Questions
- ◆ Help Establish Model Appropriate for South Carolina

INDUSTRY EXPERIENCE

A brief description of our company:

- ◆ Ryder operates over 8,500 school buses for 350+ public school districts in 21 states under our Ryder Student Transportation Services, Inc. (RSTS) subsidiary.
- ◆ RSTS is a subsidiary of Ryder System, a \$5.2 billion transportation and logistics corporation established in 1933 and listed on the New York Stock Exchange.
- ◆ RSTS is a business unit of Ryder Public Transportation Services, which also provides other public sector services:
 - Ryder/MLS public fleet management and maintenance services - South Carolina clients include Beaufort, Darlington, Florence, and Richland counties, and the City of Gaffney.
 - Ryder/ATE public transit services - South Carolina clients include Conway, Lowcountry, and Spartansburg.
 - Ryder's Commercial and Logistics Divisions maintain and / or operate over 2,400 vehicles (trucks / tractors) at 11 locations throughout the state.

PUBLIC SECTOR TRANSITIONING EXPERIENCE

- ◆ Ryder Public Transportation Services (RPTS) has assisted in excess of 200 public sector clients transition from in-house to private sector services, out of a client base totaling 500+ long-term contracts.
- ◆ RPTS has assisted 20 clients with transitioning to the public sector during 1996, including 6 school districts.
- ◆ From these experiences, we would like to highlight the following major issues for consideration:
 - ① The importance of *fully allocating costs* when making public / private comparisons.
 - ② *Capital deployment strategies* with consideration of cost of capital and public debt levels / limitations.
 - ③ *Human resource strategies* with consideration of local employment, compensation, skill levels, and training and transitioning issues.
 - ④ *Acquisition of expertise and technologies* which include a constant, vigorous search outside the current organization.
 - ⑤ *Risk management and control strategies* with provisions for performance incentives, penalties and termination.
 - ⑥ Careful *selection of contract specifications* and pre-qualification of bidders that balance cost efficiencies with safety and service quality.

COMPETITIVE CONTRACTING STRATEGIES

- ◆ Mayor Stephen Goldsmith, City of Indianapolis

“The easiest way to conceptualize what we’ve done is that we have used competition to decrease the operating cost of government in order to move the money into infrastructure, because infrastructure is more closely associated with the core business of government and is more apt to promote private sector job growth. It is essential to include private firms in these competitions....Often when we get into these privatization or competition discussions, the public enterprise will say, “Well, we are one of the best performing in the country,” or “Our costs are really low,” or “This Big 6 accounting firm said that we are pretty efficient.” This internal benchmarking is no substitute for real competition.”

- ◆ Governor Christine Todd Whitman, New Jersey

“As is so often the case, local governments in New Jersey have already been leading the way. Scores of towns around the state are using competition to ease the burden of local taxes on their citizens --and have been for some time. And they are using it in common sense ways--to provide services that require a specialized expertise, or to provide a service commonly provided in the private sector.”

Source: Reason Foundation Report Privatization 1996

COMPETITIVE CONTRACTING STRATEGIES

- ◆ Mayor Ed Rendell, City of Philadelphia

“Through work rules and past practices, and the overall collective bargaining contract, and because of civil service, we had created a system of management where we had taken out every incentive for performance...If competitive contracting is to be successful, if it is going to withstand challenge and political milieu, oversight is crucial. We need oversight because the private sector is, in the first and last analysis, motivated by profit. It should not be motivated by anything else.”

- ◆ David Cooke, Director of Business Support Services, City of Charlotte, North Carolina

“Our goal is the best service at the lowest price regardless of whether it is provided by the private sector or the public sector. It is our job as public managers to ensure that the goal is carried out....Charlotte has a vision statement. A portion of our vision states “we will be a platform for vital economic activity that gives Charlotte the competitive edge in the marketplace.” We are in competition with your regions and your cities. What we are trying to do is foster an environment which results in positive job growth and higher per capita incomes, and so forth.”

Source: Reason Foundation Report Privatization 1996

CONTRACTING STRATEGIES IN PUPIL TRANSPORTATION

- ◆ State of Missouri Desegregation Program (St. Louis)
 - Annual bidding process for well-established program
 - Over 700 vehicles
 - Pre-qualification of bidders
 - Weighted average point system based on cost and quality
 - Program officials were major advisors to the Little Rock, Arkansas conversion to contracting

- ◆ Pontiac Public Schools (Michigan)
 - One of first school districts to contract in the state (1993)
 - RSTS operates 67 buses on a 3 year contract, with options
 - District projected savings of \$.5 million, plus capital infusion of \$1.1 million for bus fleet
 - Approximately 80% of existing drivers hired (the remainder did not meet qualifications), compensation and benefit levels maintained

CONTRACTING STRATEGIES IN PUPIL TRANSPORTATION

◆ Cincinnati Public Schools (Ohio)

- Pioneered the concept of outsourcing transportation in a state less than 10 percent contracted
- District served by 5 contractors operating approximately 380 buses (RSTS operates 102 buses on a 3 year contract)
- The district issues separate bids for regular and special education routes on a sliding price/volume scale
- A pre-qualification process is used to screen bidders
- The district conducts quarterly satisfaction surveys at the school building level to monitor performance

◆ Waterloo Public Schools (Iowa)

- One of first school districts to contract in the state (1996)
- RSTS operates 72 buses on a 3 year contract, with options
- District projected savings of \$.5 million from fleet replacement and repairs
- Over 85% of drivers hired, compensation and health care benefits maintained

CONTRACTING STRATEGIES IN PUPIL TRANSPORTATION

◆ Piscataway Township Schools (New Jersey)

- Conversion to contracting in Spring of 1993
- RSTS operates 73 buses on a 3 year contract with options
- District projected savings at \$1.9 million and capital infusion of \$1.3 million for bus fleet
- Over 90% of drivers hired, contractor required to maintain parity on wages and benefits

◆ Millcreek Township Schools (Erie, Pennsylvania)

- Conversion to contracting in Spring of 1989
- RSTS now operates 71 buses on a 5 year contract
- District projected savings of \$.8 million and capital infusion of \$.5 million from sale of parts and fleet
- RSTS hired 90% of workforce recommended by district at compensation level superior to the district's offer

PRIVATE SECTOR COST EFFICIENCIES

- ◆ Purchasing power and procurement expertise
 - Total Ryder vehicle/parts/fluid purchases
 - Supplier quality circles to drive out costs
 - Maintenance experience with large standardized fleets
- ◆ Asset management and utilization strategies
 - Revenue maximized over deployed assets
 - Vehicles utilized to fullest possible extent
 - Life cycle costing (optimized approach to initial investment, operating cost, and sale of asset)
- ◆ Fleet management and maintenance expertise
 - Automated maintenance MIS
 - Technician training and productivity management
- ◆ Overheads efficiencies at national and local
 - Fleet & facilities
 - Management structure
 - Professional support services
- ◆ National experience large/small systems, varying geography
- ◆ Nature of competitive marketplace dictates continual vigilance and refinement of cost and service levels

COST ANALYSIS AND COMPARISON METHODS

- ◆ Private sector services allow all costs to be consolidated into a single, capped price for services
- ◆ Common areas where public sector costs may be hidden
 - Administrative department overheads
 - Other support services of the school system
 - Facility costs such as utilities, security, grounds, maintenance
 - Depreciation of vehicles, tools and facilities
 - Employee benefits such as health care, pensions

CAPITAL DEPLOYMENT OPTIONS

◆ Facility options:

- Contractor(s) may lease existing facilities at cost abatement to state
- Contractor(s) may provide facilities
- Evaluation should consider
 - ✧ Efficiency of construction and layout
 - ✧ Proximity to service area
 - ✧ Scale economy vs. productivity impacts

◆ Fleet options:

- Continue owning the bus fleet
 - Request contractor to provide the fleet and adhere to a regular replacement schedule
- ## ◆ Re-deploy capital for other purposes
- ## ◆ Accelerate fleet replacement
- ## ◆ Maximize flexibility and response to change
- Fleet buy-back option
 - Adjustment of fleet mix
 - Life cycle impacts

HUMAN RESOURCE STRATEGIES

- ◆ Maintain sensitivity to employee issues
 - All open positions offered to current employees who meet school and contractor qualifications
 - Alignment with customer goals through training, recognition and incentive compensation
 - Competitive wage and benefits package
 - Participation in workplace improvements
 - Employee satisfaction surveys
 - Management style and development - key to building respect for employees, and fostering communication and interaction
- ◆ Driver recruitment, screening and training programs
 - Criminal record and M.V.R. check
 - Employment history and reference check
 - Personal interview
 - Physical examination
 - Drug and alcohol testing
 - C.D.L. licensing
 - Training in excess of state requirements
 - On-going skills refinement

RISK MANAGEMENT & CONTROL

◆ Control issues

- State vs. local control
- State and district set contract specifications
- State and district fix budget and cap cost increases
- State and district control vendor selection
- District monitors performance
- District oversees and directs service
- District staff has more time for planning while supplier manages day-to-day concerns

◆ Risk management issues

- Set performance bond equal to annual cost of service
- Establish penalties for non-performance
- Cancellation clause and fleet buy-back provision
- Name the school district as additional insured
- Proposals should show detailed plans of operation
- Assign weight to quality as well as cost

VENDOR SELECTION

- ◆ Close evaluation and comparison of proposals
- ◆ Evaluate management experience
- ◆ Examine treatment of employees
- ◆ Evaluate reputation and references
- ◆ Conduct site visits
- ◆ Assess financial strength/stability
- ◆ Survey corporate resource capabilities
- ◆ Check fit with school district philosophies
- ◆ Review community presence and involvement

PUBLIC SECTOR TRANSITIONING EXPERIENCE

- ◆ Clarification of missions and responsibilities of both parties in the public/private partnership
- ◆ Ultimately, there is no “definitive” answer as to whether the public or the private sector can save the State of Carolina money over its present system of operation. Rather, it is the *process of stimulating free market competition (i.e., competitive contracting) on a level playing field, in a fair, unbiased environment* that will ensure the citizens of South Carolina they are receiving the highest quality of service for their money. Following is an overview of such strategies.

ASSESSMENT

- ◆ Contracting offers opportunities for the state
 - Improved control
 - Improved capital budgeting
 - Greater flexibility
- ◆ Contracting, likewise, presents challenges
 - Impact on workforce
 - State vs. local accounting
 - Level of effort to develop and monitor contracts

THANK YOU

◆ We thank you for
the opportunity to
participate in the
development
process

Managed Logistics Systems, Inc.
2386 Clower Street, Suite B101
Cobblestone Place Office Park
Snellville, Georgia 30278
(404) 985-2348 Office
(404) 985-9121 FAX

RYDER

November 11, 1996

Mr. Gerald W. Calk
State Fleet Management
1022 Senate Street
Columbia, South Carolina 29201

Dear Mr. Calk:

Thank you for the opportunity to be a part of your privatization study. Attached you will find the information you requested.

I hope you will find this information useful and informative. Further detailed information is available regarding bid specification and examples of actual Request for Proposals.

Please feel free to contact me at (770) 985-2348 with any questions or comments. I look forward to working with the State of South Carolina in the future.

Sincerely,



CONNIE CHIASSON
Business Development Manager

Enclosures

CC:sp

Pupil Transportation Bid Specification Procedures

Seattle Public Schools
1330 North 90th Street
Seattle, Washington 98103
Mr. Dan Graczyk, Director of Logistics
(206) 298-7700

Description:

- o Seattle Public Schools contracts approximately 400 school buses with 2 transportation companies.
- o Seattle's contract term is 5 years, with CPI increases submitted annually in December by contractors for approval.
- o Seattle solicits bids based on route miles, hours and type (regular, special ed, etc.) and assigns routes to contractors. The District provides the routes.
- o The District requires operating facilities to be located within District boundaries, but does not specify actual facilities to be used. The District provides fuel in contractor-supplied storage tanks.
- o Seattle uses an extensive pre-bid and selection process to ensure service quality is weighed along with cost:
 1. Interested suppliers must attend a mandatory pre-bid conference in November; proposals are due in early January; oral presentations are made in late January; recommendations by the administration are made in early February; and school board action is taken in early March. The early bidding and award process ensures that the District will have sufficient bidders and ample opportunity for suppliers to order and receive new buses prior to school start-up.
 2. Interviews with supplier operating management are then conducted.
 3. Facility inspections are conducted.
 4. The District specifies the minimum level of benefits offered by contractors to ensure an equal playing field, avoid "low ball" bids, and maintain driver quality, recruitment and staffing levels. Wages are driven by prevailing competitive market conditions.
 5. The District also specifies the number and type of staff (e.g., mechanics, dispatchers, trainers, etc.) it requires the contractor to employ based on the number of buses operated. A 10 percent DBE requirement is also imposed.
- o Bus inspections are conducted annually in late summer by the State DOT. The vehicle age limit is 10 years for full size buses.

Pupil Transportation Bid Specification Procedures

Los Angeles Unified School District
2011 North Soto Street
Los Angeles, California 90032
Mr. Tony Rodriguez, Branch Director of Transportation
(213) 227-4400

Description:

- o LA Unified contracts approximately 1,000 school buses with 3 transportation companies and operates an additional 1,000 buses in-house.
- o LA Unified's contract term is 5 years, but funding is only guaranteed for the first year. Contractors submit annual CPI increases 120 days before the end of the school year, and the District approves increases based on subsequent year funding levels.
- o All routes are renewed annually by mutual agreement within the five year contract term. Routes are established by the District. An approved contractor may bid as many or as few buses as he/she wishes. The District awards routes to low bidders first and moves up the scale. The route awards are not zoned. Bids are separated into required routes and "as needed" vehicles (e.g., additional route buses, extracurricular, etc.)
- o LA Unified establishes a \$500 per unit performance bond and \$1 million CSL insurance to encourage a high level of competition.
- o Interested suppliers must attend a mandatory pre-bid conference in June and awards are made in July.
- o LA Unified uses an ongoing monitoring and selection process to ensure service quality is weighed along with costs:
 - 1. The award process involves a thorough screening of references.
 - 2. All contractors must submit a list of buses to used on routes. ASSIGNED?
 - 3. Liquidated damages are assessed for accidents and missed or late runs.
 - 4. Contractors will not be allowed to submit bids for additional work if performance quality (accidents, late/missed runs) slips below the mean average.
- o Bus inspections are conducted annually by the District prior to their use on the contract and may not be substituted. The State Highway Patrol performs annual safety inspections of all buses throughout the year. All vehicles must be post-1977 model year buses.

Pupil Transportation Bid Specification Procedures

Cincinnati Public Schools
2315 Iowa Avenue
Cincinnati, Ohio 45206
Mr. Howard Harris, Director of Transportation
(513) 369-4682

Description:

- o Cincinnati Public Schools presently contracts 380 buses with 5 transportation companies. The District pioneered the concept of outsourcing in a state less than 10 percent contracted.
- o Cincinnati's contract term is 3 years, with 2 option years. Bidding is submitted for each year, specified vehicle increments (e.g., 10, 20, 30 buses, etc.) route type (e.g., single, double, all day, half-day, special ed.)
- o The District holds a pre-bid conference and issues its RFP in March, with responses due in mid-April.
- o New bidders are screened through a pre-qualification process (experience, references, etc.)
- o There is a 10 year limit on vehicle age, and bidders are required to submit their fleet inventory and replacement schedule, which is strictly enforced.
- o Service quality is monitored on a quarterly basis through a comprehensive quality survey submitted by each school principal to the transportation director.
- o No performance bond is required and no liquidated damage is assessed; however, the district reserves the right to remove routes from any supplier at any time for poor performance.
- o Driver training and vehicle maintenance requirements are set according to state guidelines. The State Highway Patrol conduct an annual vehicle inspection each summer and spot inspections throughout the year.

Pupil Transportation Bid Specification Procedures

St. Paul Independent School District #622
2055 E. Larpentuer Avenue
St. Paul, Minnesota 55109
Mr. Harold Turnquist, Transportation Administrator
(213) 227-4400

Description:

- o St. Paul ISD #622 contracts approximately 315 school buses with 4 transportation companies and operates an additional 6-10 units in-house.
- o St Paul's solicits bids annually for a 1 year term. Bidding is by individual route, with the district providing all routes. The annual IFB is let in March/April with responses due in 3-4 weeks.
- o New bidders are screened through a pre-qualification process (experience, references, etc.)
- o The District uses an extremely comprehensive set of specifications to ensure service quality:
 - 1. Staffing levels are specified.
 - 2. Safety programs are explicitly required, such as in-service driver training.
 - 3. A road observation vehicle is required.
 - 4. The District conducts its own road observations.
 - 5. Liquidated damages are assessed for non-performance on such items as late/early/missed runs, driver control of the bus, etc.
 - 6. CSL insurance is set at \$2 million. No performance bond is required of current suppliers; however the District imposes a 5% holdback on all contracts until the end of the school year.
- o Bus inspections are conducted annually throughout the year by the State Dept. of Public Safety. The vehicle age limit is 10 years for full size buses. Vehicle refurbishment programs with the State Corrections Dept. extend the age limit.

Pupil Transportation Bid Specification Procedures

Pittsburgh Public Schools
341 Soth Bellefield Avenue
Pittsburgh, Pennsylvania 15213
Mr. Peter Camarda
Director of Budget and Finance
(412) 622-3500

Description:

- o Pittsburgh Public Schools contracts approximately 850 school buses with 4-5 transportation companies.
- o Pittsburgh sets daily rates for school routes and extracurricular (off peak) periods. The contract period is 3 years with built-in price increases. Rates are established by documenting first pick-up and last drop-off time for each route in hours and quarter-hour increments.
- o An extensive pre-screening process is used before a supplier is granted permission to contract with the District. The District may remove or grant additional vehicles to individual Contractors for subsequent school years based on the District's discretionary assessment of current year performance. Performance factors include on-time performance, safety/accidents, driver control of bus and passengers, complaints and District road observations.

Issues for Determining Bid Specifications

A vigorous bidding process for the State's contract awards is of vital interest to the state education system, general public, and all bidders involved. The large size of South Carolina's potential contract awards provides the State with a great deal of clout over vendor selection and should attract healthy competition, if organized for maximum effectiveness. Key factors to generating competitive pricing and quality service proposals include:

1. To lower risk and attract bidders, contract terms should be no less than 3 years, with two one-year optional renewal years at pre-determined price levels.

- o Bidders should submit annual rates per route within a zoned or grouped area, and by service/bus type, on a sliding fleet size scale. Contractor's rates typically vary based on the economies of scale and efficiencies realized by fleet providers, which includes such items as fleet size, geographic proximity of routes, and number of years to re-coup start-up costs and capital investment.

- o The State may wish to set the minimum and maximum size of the fleet and/or routes that any one contractor may bid on, in order to prevent service consolidation or a proliferation of operators with attendant oversight/control issues for the State.

- o The State may wish to provide fuel or establish a fuel peg to separate this large, pass-through cost from the rest of the price of the service.

- o The State reimbursement formula should encourage efficient routing and vehicle utilization while maintaining funding equity between all potential public and private providers.

2. The State may wish to seek input on, and clarify its specifications before formally issuing an invitation to bid. A public notice to all interested parties to attend a Program or Pre-Bid Conference may be used as an intermediary step to the formal bid.

3. Ideally, vehicle specifications should follow the Warrensburg National Standards and standard OEM industry specifications, help optimize vehicle lifecycle costs and safety, and incorporate regional geographic/climate considerations. Extraordinarily unique specifications, such as those listed below, tend to increase risk and suppliers' required returns (i.e. prices) and may discourage competition:

- o non-standard seating/aisle arrangements, seat height and materials
- o entrance steps (2 vs. standard 3 steps)
- o non-standard emergency exit requirements
- o braking systems (standard hydraulic or air)
- o non-standard electrical systems or body specifications

4. Bid specifications should include a maximum fleet age requirement to ensure regular fleet rotation and reliability/safety while allowing vehicles to be fully utilized within accepted industry age limits by type. For instance, full-size conventional buses are typically accepted in most states and school districts to a maximum age of 10-12 years.

5. To help ensure service quality, contractors should submit inventory listings of all vehicles servicing the contract, subject to an annual state inspection.

6. To maximize fleet efficiencies and cost savings passed through in the form of a lower overall price for services, contractors should be given complete freedom to utilize their fleets during all "off peak" hours that are not required to service school routes.

7. The bidding process, ideally, should allow for late fall pre-bid conferences and early winter bid submissions, presentations and awards (ideally completed by December for large awards). This schedule helps attract competition, decreases risk, and allows contractors sufficient time to order and receive any new buses required for Fall start-up.

8. The state may wish to seek alternatives for fleet ownership: contractor take-over of the fleet with a buy-out clause for the State or school district; contractor may operate State-owned vehicles with a phase-in of all new vehicles becoming the responsibility of the contractor; the State may wish to continue a state-wide bus purchase with all new bus requirements, even if contractor-owned, included in the annual purchase.

9. Numerous quality assurance factors are available in order to maintain a safe, reliable State transportation system:

- o Performance bond equal to annual amount of contract award.
- o CSL insurance at sufficient level to protect the public (with the State named as additional insured).
- o Penalties for non-performance such as liquidated damages may be an effective tool, if they are not excessively punitive to discourage interest. Many school systems, however, simply eliminate routes or reduce renewal awards for poor performance.
- o Driver screening (pre-hire and annual) should meet state requirements.
- o Annual driver training hours and safety programming may be specified or at least meet state minimum requirements.
- o The potential exists for the State to set benefits for part-time drivers at a minimum level; wages will be determined by the marketplace at a level that is both competitive and sufficient to fill available positions.
- o All employees hired by private companies would follow "right to work" laws.
- o Preventive maintenance intervals should be specified by vehicle type and mileage following accepted industry practices.
- o All federal and state environmental and occupational laws should be complied with.
- o Thorough background, experience, financial and reference checks of all suppliers.

State of South Carolina

State Budget & Control Board

STUDENT TRANSPORTATION SERVICES

October 8, 1996

ATLANTIC EXPRESS TRANSPORTATION GROUP

*7 North Street, Staten Island, New York 10302
Tel. (718) 442-7000 Fax (718) 442-5105
web site: <http://www.atlanticexpress.com>*

STATE OF SOUTH CAROLINA BUDGET AND CONTROL BOARD

STUDENT TRANSPORTATION SERVICES

ATLANTIC EXPRESS TRANSPORTATION GROUP, INC.

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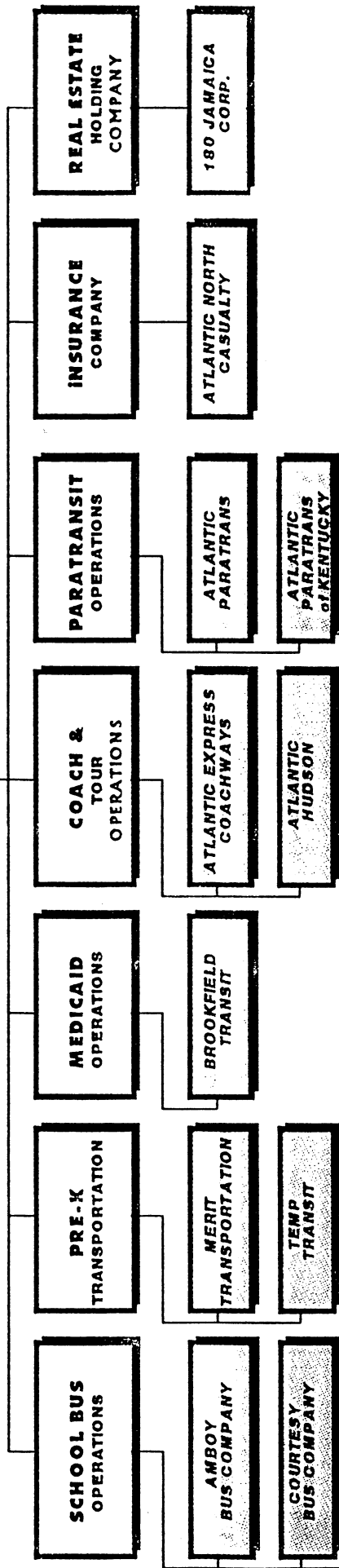
Atlantic Express is large and growing fast. The reasons are simple. On-going personal attention to the needs of administrators and students—an outstanding record of driver professionalism and safety—and fleet management standards unequalled in the industry.

In virtually every market we have entered, Atlantic Express has set new standards for driver and fleet excellence. Find out how Atlantic Express can make a difference for your district with its unique combination of nation-wide resources and personal service.



Organizational Chart of Companies

ATLANTIC EXPRESS TRANSPORTATION GROUP INC.



STATEN ISLAND
BUS COMPANY

ATLANTIC
CONN TRANSIT

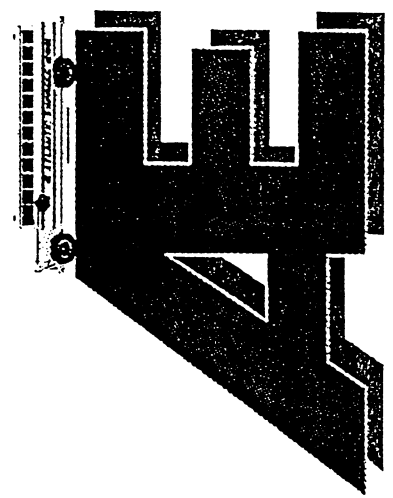
ATLANTIC EXPRESS
OF PENNSYLVANIA

ATLANTIC EXPRESS
OF MISSOURI

K CORR
INC.

RAYBERN
BUS SERVICE

METROPOLITAN
ESCORTS



Transportation Group

- Day to day management responsibility of all *ATLANTIC EXPRESS* transportation operations
- 3,100 vehicles - 3,800 employees
- 23 terminals - 6 States
- Involved in start-up and day to day operations of pupil transportation, paratransit and commuter services.

Company Strengths

- Experienced pupil transportation service provider
- Responsive "Hands-On" Owners and experienced Managers
- Knowledge of Federal Motor Vehicle Guidelines
- Experience in Planning, Starting-up and Operating various transportation services since 1968
- Large Fleet = Parts Purchasing Power

Experience and Accomplishments

School Bus Operations

- Routing**
- Scheduling**
- Dispatching**
- Vehicle Maintenance**
- Driver Training**
- Road Supervision and Monitoring**
- Management Analysis**
- Automated Maintenance Management**

.....Experience and Accomplishments

Effectiveness Measures

- Productivity**
- On-Time Performance**
- Complaints**
- Route Calls**
- Accident Data**
- Employee Turn-over**

Personnel and Safety

- Experience in Start-Up and Hiring
- Design and Conduct Driver Safety Training
- Driver Safety Award Program
- Conduct Periodic Bus Safety Training for Students
- Ensure compliance with Federal, State and Local Regulations
- Administer Federal and State Drug and Alcohol Testing Programs

Training

- Laws and Regulations of the State
- Essential Factors in Driving
- Pre-trip Inspection of Vehicles
- Transportation for the Physically Challenged
- Passenger Behavior
- Emergency Driving Methods
- Procedures for Accidents and Emergencies
- First Aid Treatment
- Defensive Driving

Maintenance

- Maintenance Procedures
- Comprehensive Repair Record System
- Road Call and follow-up
- Strict Preventive Maintenance Program
- Radio systems
- Shopfax - automated maintenance system

ShopFax

Computerized Fleet Management Information System

- ★ Management reporting that indentifies reasons for failures
- ★ Tight Control of preventive maintenance and campaigns
- ★ Reduced investment in inventory
- ★ Improve mechanic productivity
- ★ Reduced administrative cost through the use of bar coding for parts and labor
- ★ Full recovery of warranty claims
- ★ Easy to use, works with existing software packages and is fully supported

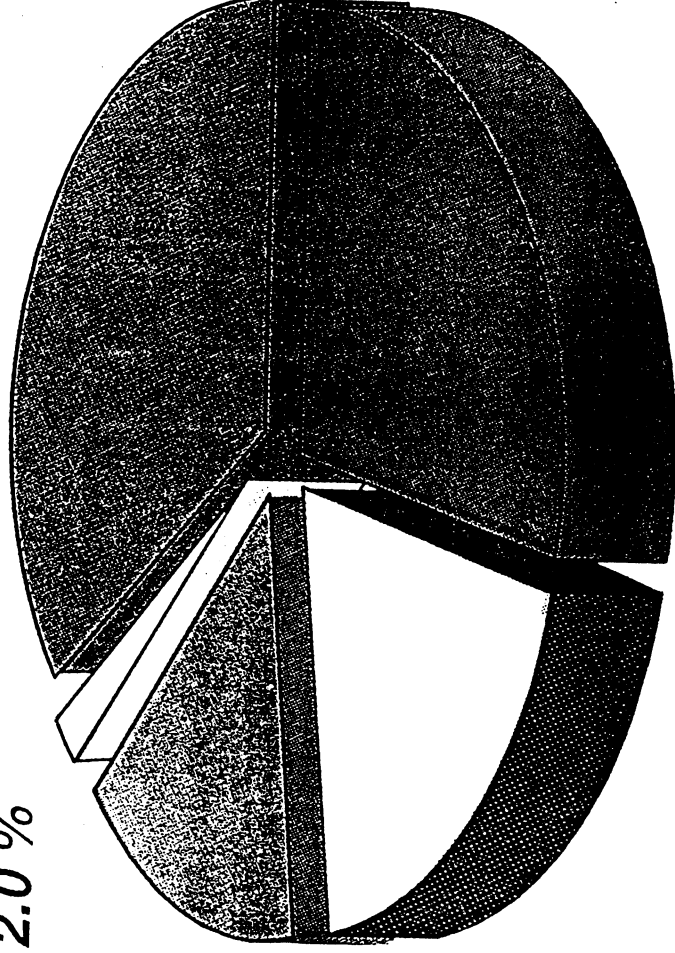
ATLANTIC EXPRESS

Women and Minorities

Afro-Americans 34.8 %

Asians 2.0 %

Hispanics 15.4 %



White Females 19.3 %

White Males 28.5 %

Advantages of Private Contractor over Board of Education Student Transportation Services

- ✓ Lower over-all cost
- ✓ Healthy competition among private contractors enhances service delivery
- ✓ Board of Education budget forecasting and requisition for student transportation becomes less complicated
- ✓ Automated Routing Systems (i.e. Edulog) may take years to be fully operational while private contractors operate field tested routing systems
- ✓ Contractual obligations ensure service efficiency
- ✓ Board of Education can concentrate more on educational issues rather than transportation issues
- ✓ Lessons learned from operations in other school districts enhances productivity and efficiency

POINTS TO CONSIDER

- Multi-year contracts with option for extensions require less BOE attention, stability for contractors and longer amortization period to recoup capital expenditure thereby reducing annually allocated costs.
- 100-200 bus routes is optimum for private school bus operations
- Smaller school districts should form cooperative student transportation contracts to take advantage of volume pricing
- Early bidding and generous preparation time is recommended for best responsive proposals
- Detailed specifications and requirements to avoid confusion
- Multi-zone, multi-contractor transportation provide competition and quality service
- Municipal leasing of equipment and "wet contracts" or State-supplied fuel provide tax exemption mechanisms for contractors resulting in lower transportation costs .

DAVID BENWARE

★ VP/General Manager, AE of Missouri, Inc.

★ Education: Bachelor of Arts degree
Masters in Business Administration

★ Experience: 23 years in Transportation and Management
* 13 years as U.S. Army Transportation officer
* 6 years as Public Schools Transportation Director
for 3 school districts

Started-up St. Louis school bus operations in 1995.

★ Joined **ATLANTIC EXPRESS** in 1995

NOEL CABRERA

- ★ Executive Vice President
- ★ Education: B.S. Civil Engineering, Major in Transportation
Master in Business Administration
- ★ Experience: 16 years in Transportation and Management
 - * Responsible for Corporate Planning and Business Development
 - * Opened markets in the Midwest Region.
 - * Held numerous management positions for various multinational companies
- ★ Joined **ATLANTIC EXPRESS** in 1990

A black and white photograph of a roller coaster car, specifically the Atlantic Express. The car is dark-colored with a large, light-colored, curved section on its side. The text "ATLANTIC EXPRESS" is printed in large, bold, white capital letters on the dark section. The car is positioned on a track, and the background is dark and textured.

ATLANTIC EXPRESS

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On Reputation."*

DURHAM
TRANSPORTATION.

9011 MOUNTAIN RIDGE DRIVE, SUITE 200
AUSTIN, TEXAS 78759-7222
VOICE: (512) 343-6292
FAX: (512) 343-6596

September 27, 1996

RECEIVED

SEP 30 1996

Division of General Services
Administration

Ms. Helen Zeigler
South Carolina State Budget and Control Board
Office of General Services
1201 Main Street, Suite 420
Columbia, SC 29201

Dear Ms. Zeigler:

Thank you for your recent letter regarding the opportunity for Durham Transportation to make a presentation to the South Carolina Budget and Control Board. However, at this time, we will be unable to make such a presentation or to provide you with the cost estimates you requested.

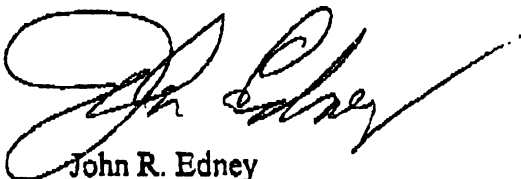
This has been an extremely busy season for us and we did not have the manpower to respond effectively to your request. I hope you'll be able to gather the information you wish from the other contractors who I know will be assisting you.

However, please do not construe this as a lack of interest--quite the contrary. Be assured that we would be most interested in answering any formal Request For Proposal from the state of South Carolina.

For your information, I have enclosed a copy of our *Pupil Transportation Guide: Cost Analysis, Service Options, and Contract Administration* that has been used in California where we currently serve over 50 school districts. The guide should give you a comprehensive view of how to analyze and make use of the data you hope to glean from the feasibility study--I hope it helps.

Again, thank you for considering Durham Transportation. I look forward to responding to a Request For Proposal from you in the future.

Sincerely,



John R. Edney
Senior Vice President, Marketing and Sales

bcc:
Gerry C.

School Bus Feasibility Study Index

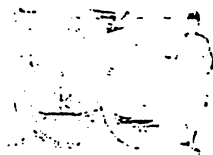
Section	Reference Titles
1	Passenger Vans Used As School Buses
2	School bus Industry Contacts And Resources
3	School Transportation News (STN)
4	Facts About School Transportation
5	School Bus Fleet (Fact Book Issue 1996)
6	94-95 Loading Zone Fatalities
7	Canada: School Bus Stats
8	School Transportation 93-94 School Year
9	School Bus Fleet - State Association List
10	School Transportation Cost - Issues In NY And Other States
11	Privatization of Transportation: The Ownership Question
12	State Bus Fleet Study Documents - Fuel Saving Measures
13	Additional Data
14	School Business Affairs - Multivariate Calculation
15	How to computerize School Bus Scheduling
16	The Schedule Dilemma
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STATE OF SOUTH CAROLINA
State Budget and Control Board
OFFICE OF GENERAL SERVICES



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CHAIRMAN, WAYS AND MEANS COMMITTEE

LUTHER F. CARTER
EXECUTIVE DIRECTOR

October 2, 1996

Mr. Herman Gaither
Beaufort County Superintendent of Schools
P. O. Drawer 309
Beaufort, SC 29901

Dear Superintendent Gaither:

As you may already be aware, the Budget and Control Board, in consultation with the Department of Education is performing a feasibility study to determine the most effective method of transporting students in South Carolina. This is being done by direction of the Legislature. This report must be finalized for submission to the Legislature by December 1, 1996. In order to make the report as complete as possible within the time frame available, a study group made up of staff representatives from the offices of the Budget and Control Board and the Department of Education was formed. This group is seeking information from the widest possible range of sources including other states, counties, and cities with large transportation systems, in state associations with an interest in this process, the records of the Department of Education, as well as vendors who provide this service to other governmental entities nationwide.

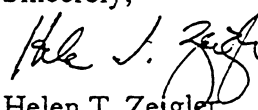
Since Beaufort County is the only school district in South Carolina with a contract currently in place to obtain this service from a private contractor, the study group is extremely interested in obtaining information and perceptions from your District. This information will play a key role in the final report which is sent to the legislature. Detailed, specific answers to the following questions would be of great help to the study group.

- What amount was budgeted by the district for student transportation for the school year (FY-95) immediately prior to the inception of the contract.
- What was the total actual expenditure by the district for student transportation for the school year (FY-95) immediately prior to the inception of the contract.

- What was the amount of the total actual expenditure by the district for the contract for student transportation for the first school year (FY-96) of the contract.
- What was the annual average rate of increase from year to year for the actual expenditure for student transportation for the five years immediately prior to the inception of the contract.
- What was the rate of change (if any) in expenditures for student transportation from the first year to the second (current) year of the contract.
- Were there any factors other than inflation which would have accounted for this change in expenditures such as added or deleted services, or changes in the number of students, routes, busses operated, etc.
- Were there any changes in the level of service or efficiency experienced by the district with the inception of the contract. Examples might be such things as level of parental complaints, driver availability, on time route performance, response to non-routine requirements, etc. Please be specific and separate positive changes from negative changes.
- Were there any changes in the level of service or efficiency experienced by the district from the first year to the second year of the contract. Please specify.
- Could any of the changes noted in response to the two questions above be directly attributed in whole or in part to factors other than the performance of the contractor, i.e. new busses, changes in internal procedures, etc. Please specify.
- Overall, would you classify this contract as positive or negative for the district.
- Is there any additional information which you can add which would help the study group in preparing a final report for the legislature.

I realize that responding to these questions may take a significant effort on your part, however the answers are of vital interest to the study group, and will play a significant role in the final report. The study group is scheduled to meet on October 15, 1996 to review all the information gathered during this process and prepare an outline for the final report. If you could provide your response before that date, it would allow for this information to be presented at that meeting. I can assure you that the study group will be most appreciative of those efforts. If I can provide any further information or clarification, please advise. Thank you for your attention to this communication, and your assistance in this endeavor.

Sincerely,



Helen T. Zeigler
Director

cc: Donna Sager
Beaufort County

Beaufort County School District
P.O. Drawer 309
Beaufort, South Carolina 29901-0309

Donna L. Sagar
Assistant Superintendent of Fiscal Affairs

October 7, 1996

(803) 521-2306
FAX (803) 521-2424

Ms. Helen T. Zeigler
State Budget and Control Board
Office of General Services
1201 Main Street, Suite 420
Columbia, S.C. 29201

RECEIVED
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18 1996
Division of General Services
Administration

Dear Ms Zeigler:

The following are responses to the questions you proposed in your October 2, 1996, letter to Mr. Gaither concerning privatization of pupil transportation.

\$2,033,396 was the budget for pupil transportation for FY95.

\$1,851,539 was the FY95 actual expenditures for pupil transportation.

\$2,234,851 was the FY96 actual expenditures for pupil transportation.

FY90 38%; FY91 58%; FY92 8%; FY93 9%; FY 94 12%; FY95 0% were the increases in the pupil transportation budgets for the previous years.

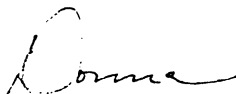
There was a 3% increase in pupil transportation from the first year to the second year of the privatization contract.

There were additional routes added during the first year of the contract for half-day kindergarten and the handicapped transition program which adjusted the contract amount for FY96 to reflect the increase in service.

Increase in driver training, reduction in bus accidents, reduction in parental and administrative complaints, a greater efficiency with routing and schedules and a better response to district requests and procedures are the primary changes in the level of service and efficiency experienced by the District. The improved system is attributed to a change in personnel management and the resources Laidlaw has available nation wide. Privatization has reduced significantly the complaints coming into the District. The private contractor now takes the calls and the District listens mainly to the complaints concerning the private contractor. The District is very satisfied with the first year results and will require continued improvement. Laidlaw is very sensitive to our needs and acts quickly to our requests.

If there is any further information you need, please feel free to phone me at 521-2306.

Sincerely,



Donna L. Sagar
Assistant Superintendent of Fiscal Affairs

Appendix H contains the following legislative documents:

- **Analysis of State Statutes concerning privatization activities**
Pages 1 through 8
- **Analysis of State Regulations concerning privatization activities**
Pages 9 through 18
- **State Board of Education Recommended State Statute Amendments**
Pages 19 through 32
 - **Recommended School Bus Driver CDL legislation**
Pages 33 through 39

**Statutory Analysis
Requested By The
Transportation Efficiency Study Committee**

The following analysis was conducted to identify language that may restrict the privatization or the piloting of other optional school transportation service delivery systems. The analysis will underline and bold the language in question and the code section will be followed by a statement of concern.

SOUTH CAROLINA CODE OF LAWS

59-67- 10. "SCHOOL BUS" DEFINED.

When used in this article, "school bus" shall be construed to mean every motor vehicle owned by a public or governmental agency and operated for the transportation of children to or from school or privately owned and operated for compensation for the transportation of children to or from school.

HISTORY: 1962 Code 21-791; 1952 Code 21-791; 1942 Code 1626-3; 1937 (40) 367.
Concern: The definition needs to also refer to vehicles owned by private companies acting as agents of a public or governmental agency.

59-67-20. REGULATIONS OF STATE BOARD OF EDUCATION GOVERNING DESIGN AND OPERATION OF SCHOOL BUSES.

The State Board of Education, by and with the advice of the State Highway Department, shall adopt and enforce regulations not inconsistent with Chapter 5 of Title 56 to govern the design and operation of all school buses used for the transportation of school children when owned and operated by any school district in this State and such regulations shall by reference be made a part of any such contract with a school district. Every school district, its officers and employees, and every person employed under contract by a school district shall be subject to such regulations. Any officer or employee of any school district who violates any of such regulations or fails to include the obligation to comply with such regulations in any contract executed by him on behalf of a school district shall be guilty of misconduct and subject to removal from office or employment. Any person operating a school bus under contract with a school district who fails to comply with any such regulations shall be guilty of breach of contract and such contract shall be canceled after notice and hearing by the responsible officers of such school district.

HISTORY: 1962 Code 21-792; 1952 Code 21-792; 1949 (46) 466.
Concern: No reference is made to school buses owned by a private company. The language does not properly reference school buses owned by the State and operated by a private company. There is no allowance for a contractual relationship between the State and a private company.

59-67-30. PAINTING AND MARKINGS OF SCHOOL BUSES.

Every State-owned school bus while being used in the transportation of school pupils shall be substantially painted with high visibility yellow paint, conforming and similar to National School Bus Chrome Yellow, and shall display the following markings: (1) Sides - The words "SOUTH CAROLINA PUBLIC SCHOOLS" in no less than four inch high letters located directly under the windows.

(2) Back - The words "SCHOOL BUS" in letters not less than eight inches high located between the warning signal lamps.

(3) Front - The words "SCHOOL BUS" in letters not less than eight inches high located between the warning signal lamps.

The State Board of Education is hereby authorized to adopt and to enforce whatever additional regulations regarding the painting and marking of school buses which they may deem necessary and proper.

HISTORY: 1962 Code 21-794; 1952 Code 21-794; 1942 Code 1626-3; 1937 (40) 367; 1946 (44) 2583; 1949 (46) 466; 1964 (53) 2067; 1973 (58) 689.

Concern: The language does not address the requirements of a privately owned school bus used to deliver state funded services.

HISTORY: 1962 Code 21-795; 1952 Code 21-795; 1942 Code 1626-4; 1937 (40) 122.

59-67-130. INSPECTION OF ROAD CONDITIONS ON BUS ROUTES; REPORTING HAZARDS.

Prior to the opening of school each year, each school superintendent shall be responsible for inspecting the road conditions of all designated bus routes including school property and all conditions deemed to be hazardous shall be reported, in writing, to the State-employed county transportation supervisor who shall verify any such hazardous conditions and report them, in writing, to the proper municipal, county, or State official who shall be responsible for taking corrective action.

HISTORY: 1962 Code 21-804; 1974 (58) 2311.

Concern: Language should allow the superintendent to designate someone to do this function. If the State contracts for all school transportation services the district superintendent would not be responsible for designating routes and therefore would not do this function.

59-67-140. INSPECTION OF ROAD CONDITIONS ON BUS ROUTES; DUTIES OF DRIVERS.

During the school year, each school bus driver shall report, in writing, to the proper school official any hazardous road conditions on his routes. The school official shall forward such reports to the county transportation supervisor who shall follow the procedure required of him in 59-67-130.

HISTORY: 1962 Code 21-805; 1974 (58) 2311.

Concern: Language should allow a designation of this function to a non-school official by a school official or state official.

59-67-260. CHECK OF SCHOOL BUS OPERATION BY STATE HIGHWAY DEPARTMENT.

The State Highway Department shall have the operation of school buses spot checked periodically and report all infractions of the laws or misconduct of any kind on the part of the drivers to the chairman of the board of trustees of the school that may be affected thereby.

HISTORY: 1962 Code 21-818; 1953 (48) 201.

Concern: In the case of the State contracting the service, the State would not report driver issues to the local school board.

59-67-460. CONTRACTS FOR TRANSPORTATION SERVICES WITH PRIVATE INDIVIDUALS OR CONTRACTORS: STATE AID.

Any county board of education may at any time contract for any part or all of its transportation services with private individuals or contractors for the furnishing of such services. In any such instance the county board of education shall execute the contracts. The county board shall be responsible for the payment of all sums due under the contracts so entered into and shall receive aid from the State for pupils thus transported only on the basis of the average per pupil operating cost of State-owned equipment for the current year as determined by the State Board of Education.

The Board may enter into agreements with county boards of education whereby pupils living in isolated areas may be transported by special arrangements when such transportation can be provided at lower cost than by operating a regular bus route.

HISTORY: 1962 Code 21-838; 1952 Code 21-838; 1951 (47) 546; 1953 (48) 3.

Concern: Should contracting for privatized transportation services be started on a statewide basis by the State, this statute would need to be amended.

Case Notes

Cited in Sanders v Jasper County Board of Education, 233 SC 414, 105 SE2d 201 (1958).

59-67-470. BUS DRIVERS; SELECTION, ELIGIBILITY; TRAINING AND CERTIFICATES.

The school bus drivers, whether students or adults, shall be selected and employed by the respective boards of trustees of the school districts, subject to the approval of the respective county boards of education. No person under sixteen years of age shall be eligible for consideration as a bus driver.* Before being employed, all prospective drivers shall be examined by the State Board of Education to determine their competency. The State Board of Education shall provide a rigid school bus driver training course and issue special "school bus driver's certificates" to successful candidates. No person shall be authorized to drive a school bus in this State transporting children, whether the bus be owned by the State, by a local school agency, or by a private contractor, who has not been so certified by the State Board of Education. All school bus driver certificates shall be renewed every three years. Drivers who have certificates issued prior to September 1962, must enroll and satisfactorily complete bus driver training courses prior to September 1965, and each three years thereafter. Local school superintendents shall supervise the conduct of pupils being transported and of school bus drivers. When any person is relieved of his duties as a bus driver, for just cause, the local school superintendent shall require the driver to turn in his school bus driver certificate which shall be forwarded to

the State Board of Education. A certificate may be reissued to such a driver at a later date upon approval of the **local superintendent** and the State Board of Education. The provisions of this section shall not apply to private schools.

(* The United States Department of Labor discontinued granting an exemption for 16- and 17-year-olds effective June 30, 1987.)

HISTORY: 1962 Code 21-839; 1952 Code 21-839; 1951 (47) 546; 1953 (48) 350; 1964 (53) 2097; 1965 (54) 649.

Concern: If drivers are employed by a private company or the State contracts for driver services the above references may not be correct.

Cross References-

As to other provisions as to qualifications of school bus drivers, see 59-67-150, 59-67-160, 59-67-170.

ATTORNEY GENERAL'S OPINIONS

Upon the declaration of a state of emergency and for its duration, the Governor is authorized to order the use of State-owned school buses in emergency operations and the normal required qualifications and certification of school bus drivers would be inapplicable. These persons or agencies which might be held responsible for injuries or damages sustained by others as a result of the operation of such buses would necessarily depend upon the peculiar facts and circumstances of each and upon an interpretation of existing statutes. The Department of Education could seek reimbursement for unbudgeted disaster expenses incurred in operating such buses where circumstances neither permitted nor justified Federal aid. 1975-76 Op. Atty. Gen., No. 4255, p. 59.

59-67-480. SALARIES OF DRIVERS OF STATE-OWNED BUSES.

Salaries of school bus drivers of State-owned buses shall be fixed annually by the **General Assembly**.

HISTORY: 1962 Code 21-839.1; 1952 Code 21-839.1; 1951 (47) 546, 710; 1964 (53) 2099.

Concern: The General Assembly does not now do this. However, if they did enforce the language the salary would also effect drivers employed by private companies.

59-67-490. PROPOSED ROUTES SHALL BE SUBMITTED TO BOARD OF EDUCATION ANNUALLY; APPROVAL.

The boards of trustees of each district shall make a thorough study of transportation needs each year, and shall submit proposed route descriptions in accordance with the limitations of 59-67-420 and approved by county school authorities to the State Board of Education annually. All routes served by State-owned equipment shall be subject to the approval of the Board and the **local board of trustees**; no such equipment shall be operated except upon routes so approved.

HISTORY: 1962 Code 21-839.2; 1952 Code 21-839.2; 1952 (47) 546; 1964 (53) 2164.

Concern: Contractual arrangements between the State and private companies would remove this responsibility from the school district.

59-67-510. USE OF TRANSPORTATION EQUIPMENT FOR SPECIAL EVENTS AND OTHER EDUCATIONAL PURPOSES.

County boards of education may permit the use of school bus equipment for transportation in connection with athletic events, boys' and girls' clubs, special events in connection with the schools and such other educational purposes as may appear proper to the respective boards.

HISTORY: 1962 Code 21-839.4; 1952 Code 21-839.4; 1951 (47) 546.

ATTORNEY GENERAL'S OPINIONS

School buses may be used to transport pupils participating in "Head Start" programs where the respective county boards of education determine that such programs are a proper educational purpose and provided that such programs are conducted and sponsored by school authorities. 1964-65 Ops. Atty. Gen., No. 1863, p. 126.

Concern: In the case of the State contracting with a private company to deliver all school transportation service, the local school board may wish to continue this option. The private contract should allow for this option.

59-67-515 SCHOOL BUS SPEED

No public school bus may be operated in this state in excess of forty-five miles an hour, except when traveling on a highway with a posted maximum speed limit above fifty-five miles an hour, or when traveling to and from special events which necessitate travel on interstate or state primary highways. Special event variances from the authorized speed limit for public school buses must be obtained by written authorization from the Department of Education. In no instance may the public school bus be authorized to exceed

59-67-530 EXPENSES OF OPERATION OF STATE AND LOCALLY-OWNED BUSES.

The Board shall be responsible for all expenses of operation of State-owned buses and for the replacement of obsolete equipment. The State shall assume no obligation whatever for the expenses of operating buses owned by local or county school agencies, except as provided in 59-67-460.

HISTORY: 1962 Code 21-839.5; 1952 Code 21-839.5; 1951 (47) 546.

Concern: This section may need to be amended to clearly state that the State will not assume the responsibility for the expenses of operating privately owned buses servicing non-state programs.

59-67-535. USE OF BOATS OPERATED BY STATE DEPARTMENT OF EDUCATION TO TRANSPORT BLIND, ELDERLY OR DISABLED PERSONS.

Boats operated by the State Department of Education for transportation of school children from islands to mainland schools may also be used to transport, on a space available basis only, any South Carolina resident who is over fifty-five years of age or disabled or legally blind as defined in 43-25-20 of the 1976 Code. A person requesting boat transportation shall present his Medicare card or other card approved by the South

Carolina Commission on Aging to the employee of the State Department of Education who is in charge of the particular boat, and a person who is disabled or legally blind shall present to such person in charge of the boat a certificate to that effect from a licensed doctor of medicine or an official of an agency authorized by law to make determination of disability or blindness.

The term "disabled" as used herein shall mean the inability to perform substantial gainful employment by reason of a medically determinable impairment, either physical or mental, which has lasted or is expected to last for a continuous period of twelve months or more.

Use of such boats by residents who are over fifty-five years of age or who are disabled or blind shall be only on a space available basis and only at such time as the boat is being otherwise operated on official business. School children shall in every case be given priority of carriage. Provided, that special trips on such boats may be approved by the County Board of Education, in which case all costs shall be borne by the users.

Any person authorized for transportation pursuant to the provisions of this section shall, prior to boarding, execute a "covenant not to sue" the State of South Carolina or any agency thereof, on a form approved by the State Department of Education.

Nothing in this section shall be construed as a waiver of the State's general immunity from liability and suit.

The benefits provided by the provisions of Article 3, Chapter 77 of Title 15 and Article 5, Chapter 67 of Title 59 shall not be available to persons authorized to be transported pursuant to the provisions of this section.

HISTORY: 1981 Act No. 51, 1, eff. May 5, 1981.

Concern: A State contract for the delivery of all school transportation services by a private contractor would not require the local school board to have this responsibility.

59-67-710. CONTRACTS OF INSURANCE ON STATE-OWNED SCHOOL BUSES.

- (1) The Director of the Division of General Services, with the approval of the State Budget and Control Board, shall provide insurance coverage on all **state-owned** school buses which are operated under the authority of, and which are being used for the purposes of, Article 3 of this chapter. Such insurance contracts shall be provided either through commercial carriers or through the insurance reserve funds of the Division of General Services. The insurance contracts shall provide at least the following benefits:
 - (a) for the lawful occupant of any such school bus who suffers bodily injuries or death, a death benefit of not less than fifty thousand dollars;
 - (b) for the lawful occupant of any such school bus who suffers bodily injuries, an amount sufficient to defray the cost of hospitalization,

surgery, dentistry, medicine, and all other medical expenses up to three thousand dollars or such amount as promulgated by regulation of the Department of Education;

(c) additional coverage must also be provided for the following named perils:

- (i) for the loss of both hands or both feet or sight of both eyes, fifty thousand dollars;
- (ii) for loss of one hand and one foot, thirty thousand dollars;
- (iii) for loss of either hand or foot and sight of one eye, thirty thousand dollars; and
- (iv) for loss of either hand or foot or sight of one eye, thirty thousand dollars.

(2) The benefits provided for in subsection (1) shall exist without regard to fault or negligence. The insurance shall cover any accident which occurs:

- (a) while getting on a school bus;
- (b) while riding within a school bus;
- (c) by being thrown from within a school bus;
- (d) while getting off a school bus;
- (e) by being run down, struck, or run over while crossing a public highway while approaching or leaving a school bus at the point of loading or unloading; or
- (f) by being run down, struck, or run over by any moving vehicle while en route between home and the point of loading or en route between the point of unloading and home.

(3) (a) For any action of claim for damages brought under the provisions of Chapter 78 of Title 15 of the 1976 Code, the liability shall not exceed the following limits:

- (i) No person shall recover in any action or claim brought hereunder for bodily injury or death a sum exceeding two hundred fifty thousand dollars because of loss arising from a single occurrence regardless of the number of agencies or political subdivisions involved.
- (ii) The total sum recovered hereunder arising out of a single occurrence shall not exceed five hundred thousand dollars regardless of the number of agencies or political subdivisions or claims or actions involved; provided, the provisions of this section shall in no way limit or modify the liability of a licensed physician or dentist.

- (b) No award for damages under Chapter 78 of Title 15 of the 1976 Code may include punitive or exemplary damages or interest prior to judgment.
- (c) The insurance required by this section shall contain sufficient coverage for the provisions of this item.
- (d) Any recovery from the State or governmental entity shall be reduced by the sum received pursuant to subsections (1)(a) and (c)

and (2) of this section. In any recovery from a third party, the State shall have a right of subrogation for recovery of payments pursuant to this section."

HISTORY: 1962 Code 21-840; 1953 (48) 3, 396; 1959 (51) 287; 1968 (55) 3027; 1974 (58) 2335.

Concern: The question has been previously raised whether leased and leased-purchased school buses are the same as "state owned" buses. If private contractors purchase buses to replace aging state owned buses can the State continue to insure these buses?

Cross References-

As to regulation of insurance, generally, see Title 38.

Case Notes

Types of coverage- As no fault insurance under Code 1962 21-840 (1)(a) (Code 1976 59-67-710 (1)(a)) covers only persons injured while using a school bus, a plaintiff injured when a school bus hit rear of the automobile in which plaintiff was a passenger was entitled to payment out of liability policy issued under Code 1962 21-840 (1)(b) (Code 1976 59-67-710 (1)(b)). *Steinmeyer v Nationwide Mut. Ins. Co.* (1977, SC) 235 SE2d 131.

Attorney General's Opinions

Approval of applications of self-insurers and approval of the medical fee schedule are judicial functions and duties of the Judicial Department of the Industrial Commission. The Industrial Commission also administers the fund set aside for major medical benefits to school bus passengers in excess of those benefits provided in Code 1962 21-840 (1)(a). (Code 1976 59-67-710 (1)(a)). 1974-75 Op. Atty. Gen., No. 3937, p. 19.

59-67-740. CONTRACTS OF INSURANCE ON COUNTY AND DISTRICT-OWNED AND CONTRACT BUSES.

County and district boards of education owning school buses are directed to provide the same insurance coverage for the lawful occupants of a county or district-owned bus as is provided for the lawful occupants of a State-owned school bus under 59-67-710. **County and district boards of education** are further directed to see that this same insurance coverage is provided for all lawful occupants of any contract vehicle operated under contract with such county and district boards of education.

HISTORY: 1962 Code 21-840.3; 1953 (48) 396.

Concern: Should this requirement also include privately owned school buses.

**Legal Analysis
Requested By The
Transportation Efficiency Study Committee**

The following analysis was conducted to identify language that may restrict the privatization or the piloting of other school transportation service delivery systems. The analysis will **underline and bold** the language in question and the code section will be followed by a statement of concern.

**BOARD OF EDUCATION
CHAPTER 43
Statutory Authority: 1976 Code Section 59-5-60
Article 5. Transportation Regulation 43-80**

Synopsis:

This regulation governs the operation of public pupil transportation services.

43-80.

A. **The school district board of trustees** shall be responsible to the State Board of Education for the supervision of the school transportation program in the district. This shall include the recruitment of school bus drivers, employment and dismissal of school bus drivers, supervision of school bus drivers and the pupils being transported, proposed routing of buses, accurate transportation records as to mileage, number of pupils transported pursuant to Section 59-67-100, driver's time reports, school bus safety, and enforcing all other transportation regulations. The recruitment and employment of school bus drivers and supervisory personnel is the responsibility of the **school district board of trustees**. The transportation of pupils is an integral and essential part of the school program, and teachers and administrative personnel shall be assigned to school bus duties in the interest of the transportation program.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed.

B. Transportation on regular school bus routes is authorized for public school pupils. Public school pupils include three-year to five-year-old pupils that are disabled, kindergarten pupils in half-day programs, and the K-12 regularly enrolled students during the 180 day school year. Three- and four-year-old children attending public school-sponsored kindergarten or child development programs must be permitted to ride state-owned buses to the extent funds are made available by the General Assembly. **Special programs operated and/or sponsored by the governing body of the school district may use school buses as long as transportation services are paid for by the school district at no cost to the State and do not disrupt school bus maintenance servicing or regular school bus routes.** A special program is any education or other program sponsored by the school district that is not a program required by State statute or regulation to be operated by the school district. A student that is disabled shall be accompanied by an aide if the student's Individual Education Program so specifies.

Assignment of buses for new routes will be made on the basis of actual need. Justification must be submitted showing that all buses presently assigned to the district or area are being used to the maximum before additional equipment can be assigned.

To enhance school bus routing effectiveness, kindergarten pupils shall be assigned to morning or afternoon sessions on the basis of where they live.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. The use of a school bus by the district would require negotiation and contract agreement between the district and the contractor.

C. The State shall not be required to operate buses for high school, junior high school, middle school, and elementary school pupils separately. Approval of separate transportation will be given only when such transportation can be accomplished with the same number of buses and approximately the same mileage. The schedule of work and the opening and closing hours for all schools served by the same buses must be arranged so as to facilitate a maximum amount of school work and at the same time permit the operation of a satisfactory and economical transportation program. School districts shall stagger school opening times when feasible to maximize the use of the school bus transportation system.

D. Five-year-old through grade 12 public school pupils that have temporary physical handicaps or have a chronic disorder of lengthy duration may have their parents or guardians apply for these students to receive special school bus transportation services. The application process is as follows:

1. Secure appropriate forms from the **District Superintendent**.
2. Have the pupil examined by a licensed medical doctor and receive a written statement from the licensed medical doctor to the effect that without special school bus transportation service, unusual hardship will be experienced by the pupil in walking the required distance to the regular route.
3. Submit the statement from the licensed medical doctor to the **District Superintendent** for approval.
4. The **District Superintendent** shall submit the health statement with a Request For Special School Bus Transportation Service approval to the local representative of the State Department of Education. Approval by the State Department of Education shall be required before a change in a school bus route for this purpose becomes official.
5. Approval for such a change in school bus routes shall terminate at the time the pupil no longer qualifies for special school bus transportation service, or when the pupil for whom the service was intended has moved residences.

Concern: In the case of the State contracting for all school transportation services the above statements may need to be changed. It is likely that the procedure would be altered to include the contractor.

E. Each **school district** shall prepare route descriptions and maps in accordance with laws and regulations and, upon approval of the **district's board of trustees**, shall submit the route descriptions and maps to the designated representative of the State Department of Education by October 15th of each year. Proposed changes in routes after October 15th must be approved by the designated representative of the State Department of Education before a change is made. In emergencies or unusual situations, districts may make route changes in keeping with laws and regulations with approval by telephone from the designated representative of the State Department of Education. Such approval must then be submitted in writing, with written approval received from the designated representative of the Department. Changes made without notification to and approval by the designated representative of the Department will result in the district being charged

the prevailing rate per mile for permit trips. The amount for unauthorized mileage will be deducted from the district's transportation funding.

Written approval or disapproval of all routes will be provided by the State Department of Education no later than November 15th. A period of two weeks will be given to the district for corrections to be made after a notice of disapproval. Districts operating routes after November 15th that have not been approved will be considered as operating unauthorized routes and operated at the expense of the school district.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. The contractor would submit the route plan and would need to be subject to the above requirements.

F. School bus stops on each route shall not be closer than two-tenths of a mile apart at safe points. Stops shall have a clear visibility of 600 feet in each direction or a "School Bus Stop Ahead" sign shall be located at a point 600 feet in each direction of the designated stop. During periods of inclement weather, buses may be allowed to stop on the regular route at safe points nearest the house of each child; however, buses shall not be permitted to leave regular routes. Stops and turn-about shall not be made on blind curves, steep grades, or near the crest of hills or in any other unsafe traffic environment.

G. Pupils shall not be transported from one district or attendance area to another when an appropriate school is provided within the district or attendance area. When an intra-district Choice Program is approved by an appropriate school district board of trustees, pupils may be transported across attendance area boundaries; however, this transportation shall be provided in the most productive and cost efficient manner and shall not violate the continuous riding time restrictions provided in statute.

H. No school bus shall stop for the purpose of picking up or discharging any non-handicapped school child living within one and one-half miles of the school, unless under the application provisions of Section 59-67-420 the child qualifies for transportation under one of the following conditions.

1. Where no additional state-owned school buses are required, it will be permitted for school buses to transport children, that reside along the route, to and from school on the established route within one and one-half miles distance of the school if there are vacant seats on the school bus. When transporting children that reside within the one and one-half mile distance of the school, other provisions of law and regulations must be maintained, and the school district must assume any additional operational expense.

2. When the school district Board of Trustees of any school district desires to have children transported to and from school within one and one-half miles distance of the school, state-owned buses may be used for this purpose provided the school district Board of Trustees pay to the State Department of Education an amount per mile to be determined annually by the State Department of Education. The per-mile amount should cover at a minimum all costs associated with the provision of the equipment used to provide the service. The methodology to determine this minimum cost shall be approved by the State Board of Education. The driver salary and benefits shall be paid directly by the school district. No additional state-owned buses will be assigned for transportation of students living within one and one-half miles of the school.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. An agreement would need to be reached between the contractor and the district.

I. Regularly assigned buses may be used to transport pupils to vocational classes upon approval of the State Department of Education provided regular buses are the most cost effective method of transportation. If a regular assigned bus is not the most cost effective method, the **District** shall examine less costly transportation options. The State Department of Education shall reimburse the **district** for the least expensive alternative transportation mode. When buses are used, the class schedules shall be arranged so that buses can complete their regular morning and afternoon routes. As with all school bus transportation services, the **school district Board of Trustees** shall be responsible for providing adequate supervision on the bus at all times.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. The Contractor would assume this responsibility.

J. Buses shall be removed from routes when, in the opinion of the State Department of Education, abuse or vandalism becomes so excessive that it interferes with the maintenance and operation of buses for the regular school program.

K. The **school district Board of Trustees** must correct problems in the routing, supervision and/or use of any school bus under its jurisdiction. If problems are not corrected after official notification by the designated representative of the Department of Education, the **school district** shall assume all financial responsibility and all liability associated with operating the buses.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. The Department would need to insure that the contractor also could be held to this same standard.

L. Buses shall be left at the designated school bus parking area during the school day. Exceptions:

1. With prior written approval by the Department of Education drivers of buses may be transported by school bus pool to their home mid-day provided it can be justified economically. The Department of Education for economic justification purposes will allow a pool bus to travel a distance of no more than five miles per driver transported one way per day. Pooling shall be defined as the transportation of more than one bus driver to home or to work on a single bus. In no case shall there be an adverse economic impact upon the bus maintenance services.

2. Drivers of buses may drive their assigned bus home midday when the one-way mileage does not exceed five miles. Any additional mileage shall be at the district's expense.

3. Buses may be parked at another school when there will be no adverse economic impact upon bus maintenance services.

4. At the end of the school day, drivers may drive their vehicle back to their home or a designated public parking facility only when it can be proven that to do so can be justified economically.

The exceptions for use of buses and the related economic justifications shall be part of the route and schedule plan submitted by the local school district to the Department of Education.

In exceptions 1 and 3 above, the request for approval shall include a plan to insure the proper servicing and maintenance of the bus.

The **school district** shall provide for safe loading and unloading of students and a suitable concrete or asphalt-paved area for the parking and servicing of buses during the school hours. The parking and service area shall be located and designed to insure that vehicular traffic, students or unauthorized personnel are not in or around parked buses during the school day and shall be in compliance with all safety and fire regulations.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. The contractor would be required to meet the parking requirements.

M. Each **school district** is required to keep each school bus in a clean and sanitary condition. Each district is responsible for all excessive driver and passenger abuse to the buses. **Any school district** using a bus on a trip not authorized by the Department of Education shall assume all financial responsibility and liability.

The **school district Board of Trustees** shall designate, to the Department of Education, a **school official** to see that proper care is taken of the buses, that the buses shall not be abused; to see that drivers make required reports promptly; to assist in the investigation and collection of the cost for damages to state-owned equipment; and to aid in any proceedings, either civil or criminal.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. This requirement would need to be transferred to the contractor.

N. School bus drivers shall be required to have a physical examination prior to initial certification and again at re-certification as a bus driver. The examining physician's report shall be made on forms provided by the State Department of Education. The State Department of Education must be provided a copy of the physician's report prior to the issuance of a driver certificate. A **School district** may require additional physical examinations as the **district** determines to be appropriate. The State assumes no responsibility for the cost of physical examinations.

Prospective drivers must meet all the requirements for testing for the Commercial Driver's License and not have more than four (4) points against his/her license or driving record (MVR) including no more than four (4) points against his/her license or driving record in the previous twelve months. Drivers accumulating more than four (4) points after employment will be placed on probation, suspended without pay, or terminated as deemed appropriate by the **school district** based on the nature and severity of the driving offense(s).

Prior to September 1, 1993, school districts shall have a substance abuse program for school bus drivers and driver supervisory personnel. The program shall include at a minimum: (1) a substance abuse policy; (2) a substance abuse education program; (3) substance abuse testing; and (4) a substance abuse referral assistance program. The substance abuse testing program shall comply with the U. S. Department of Transportation testing program for drivers of passenger vehicles. The Department of Education shall institute a like substance abuse program for Department maintenance shop personnel.

If a bus driver receives a ticket for DUI, he/she will be suspended without pay and, if convicted of DUI, the driver shall be terminated.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. Responsibility would be transferred to the contractor. The district may wish to retain some oversight of driver testing and training.

O. State-owned school buses shall comply with the minimum posted speed, if greater than 45 miles per hour, for the highway used. Except that public school buses transporting Handicapped students shall comply with Section 59-67-525.

P. All state-owned buses shall be equipped with an operational stop-arm.

Q. The school district Board of Trustees shall have the authority to remove a bus from a regular school bus route when it is determined that the conduct of the passengers or others endangers the life and safety of the bus driver and passengers.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. The contractor may also need this authority.

R. The school district Board of Trustees is authorized to assign seats to bus passengers when it is determined to be in the best interest of the transportation program.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. The contractor should also have this authority and the contractor should be required to assign seats if the district wishes it done.

S. Each school district shall submit to the Department of Education in writing no later than May 1st of each year, any major changes in school assignments which would require a change in the number of buses for the following school year.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. This responsibility should be transferred to the contractor. The need for additional buses requires direct communication between the district and the contractor. This communication should be spelled out in any contract.

T. Special Transportation Service

1. When state-owned buses or boats are used by the schools for educational purposes other than transporting pupils to and from school, the cost of operation shall be borne by the school district. The operator shall be paid by the local school district. In addition, a charge for the use of the bus or boat (use fees) as determined by the State Department of Education and approved by the State Board of Education, payable to the State Department of Education, shall be made. The school district Board of Trustees will be responsible for damages to the bus or boat as a result of abuse. The bus or boat use fees are applicable to all trips other than the regularly scheduled trips or trip segments to and from school as shown on the approved route description for the school district.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. The responsibility should be transferred to the contractor.

2. All drivers must possess a School Bus Driver's Certificate issued by the State Department of Education and a Commercial Driver's License with appropriate passenger and weight endorsements. The school boat must be operated by the Captain designated by the Department of Education.

3. The use of state-owned buses and boats for purposes other than transporting pupils to and from school shall in no way conflict with the regular school schedule.

4. The use of state-owned buses and boats shall be limited to those events and activities sponsored by school districts.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. The districts must continue this role and the contractor must adhere to the district's directives.

5. Request for documentation of the use of buses and boats for purpose of special services must be secured from the designated representative of the Department of Education prior to the vehicle's use.

6. The use of state-owned buses for special purposes for trips outside the State shall be limited to athletic and other school activities in adjacent counties in Georgia and North Carolina with the following exceptions. In North Carolina: Polk, Henderson, Transylvania, Jackson, and Macon Counties have mountainous terrain. State-owned buses shall not be used for special activities in these counties without prior route approval by the designated representative of the Department of Education.

7. The Department of Education permit For The Use Of School Buses or Boats prepared by the school district must accompany the operator on each trip made by the bus or boat.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. This responsibility would be transferred to the contractor.

Should any of the above regulations governing the use of school buses or boats for special services be violated in any school district, the Department of Education may withdraw approval to use state-owned school buses or boats from any further special service.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. The contractor must assume this responsibility.

U. The bus or boat use fees shall be based on formula approved by the State Board of Education. The formula shall reflect the operational cost experienced by the State Department of Education plus an appropriate vehicle replacement charge. In compliance with approved State Board of Education bus or boat use fee formula, the Department of Education shall establish an annual fee for bus and boat use.

V. Variations from Transportation Regulations may be approved by the State Department of Education when such variations are clearly in the interest of safety, efficiency and economy. School districts seeking a variance from a regulation must submit a written request seeking approval from the Department of Education. The Department will approve or disapprove the request, in writing.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. Contractors should be added.

W. In accordance with Section 59-67-520 of the Code of Laws of South Carolina, it is hereby declared the policy of the State Board of Education to provide transportation for handicapped children within any school district to the nearest school in which a class is located serving the pupil's disabilities.

X. Eligibility for Transportation - Eligibility for transportation under the above provisions shall be limited to the following types of disabilities:

1. Trainable mentally handicapped (TMH)
2. Deaf-blind (DB)
3. Hearing handicapped (HH)
4. Visually handicapped (VH)(Legally Blind)
5. Emotionally handicapped (EH)(Severely)
6. Orthopedically handicapped (OH)
7. Educable mentally handicapped (EMH)
8. Learning disabled (LD)
9. Other health impaired (OHI)
10. Pre-school handicapped
11. Profoundly mentally handicapped (PMH)
12. Traumatic brain injury (TBI)
13. Autistic
14. Other disabilities identified in Section 504 of the Rehabilitation Act and the Americans With Disabilities Act.

Legal age for transporting children with disabilities are three (3) and four (4) years old and public school students (K-12) except for the hearing and visually handicapped which is 4-21 years of age. Students with disabilities may be transported on regular route school buses.

Y. District Boards of Trustees shall be responsible for locating classes for children with the above disabilities in or near the geographic center of the district or area so that all children with these disabilities can be transported on the same bus. The State Department of Education shall not be required to provide separate transportation for children with disabilities.

Z. Transportation will be provided either on state-owned buses or by contract between the State Department of Education and the school district, whichever is most economical to the State.

The following procedure shall be used in requesting transportation:

1. State-Owned Buses - State-owned buses will be assigned when the number of eligible students (usually minimum of 6) live within an area to make a bus route feasible from a time and mileage standpoint. School district officials shall submit a map and route description to the designated representative of the State Department of Education to justify assignment of the bus. Maps and descriptions will be submitted annually in the same manner as for regular bus routes.

2. Contract Transportation - Contract transportation will be limited to pupils who cannot be transported efficiently by state-owned buses. The following procedures will be used in requesting contract transportation.

- a. The State Department of Education will be notified of the name of the pupil, location of residence, and school to which such pupil(s) is to be assigned. If it is determined that the pupil or pupils can not be transported on a bus already assigned to the district or if the number of pupils is insufficient to justify an additional bus, then, a contract will be signed between the school district and the parent or other individuals for transportation.

- b. Contracts between the school district and parents or other individuals to transport one child will be based on a rate per mile as determined by the State Department of Education and approved by the State Board of Education for each 90 school days. If more than one student is transported, the contract may be used on the rate per vehicle or passenger mile for the actual number of miles traveled.

- c. When it is in the best interest of the State, contracts may be written for transporting students who live within 2 miles of the school. The State Board of Education shall establish the funding limitation on the basis of a designated amount of dollars per student for 90 school days.

- d. The maximum payment for transportation for any one pupil shall not exceed the amount established annually by the State Board of Education for each 90 school days unless a special exception is approved by the State Board of Education.

- e. All proposed contracts must be approved by the State Department of Education prior to commencing transportation. Reimbursement will be from the date of approval.

f. Contract transportation will not be approved if transportation on state-owned buses is more cost effective or productive except when otherwise required by the student's Individual Education Plan. Exceptions may be made in extreme cases upon written recommendation of the affected pupil's licensed medical doctor and the school district and upon approval by the State Department of Education.

Concern: In the case of the State contracting for all school transportation services the above statements would need to be changed. The contractor may assume this responsibility.

AA. Transportation will be provided only during the regular school term not to exceed 180 school days.

BB. Transportation on state-owned buses or by contract of pupils attending multi-district programs or programs conducted by agencies other than the public schools, will be provided only if the home district has received approval of "another facilities agreement" from the State Department of Education. This approval must be received prior to commencing transportation. The home district is responsible for securing contracts for transportation routes and for the requisitioning of funds.

CC. Persons contracting to provide transportation must have insurance coverage at least equal to that carried on state-owned buses as required by Section 59-67-710 of the Code of Laws of South Carolina, as amended.

DD. Reimbursement to the district for contracts shall be made at the end of each 90 school days. Request for reimbursement shall be submitted on a form furnished by the State Department of Education. The request for reimbursement shall be pro-rated if pupil attends less than 90 school days.

**Statute Changes Approved and Requested
By The
State Board of Education
February 1993**

The following statute amendments were approved by the South Carolina State Board of Education in February 1993. These amendments have been submitted to the General Assembly for consideration during the 1994, 1995 and 1996 legislative sessions. During the 1996 legislative session these amendments were introduced in the House and Senate for consideration. The session adjourned without final action.

The statutes listed below contain all statutes used specifically in the delivery of school transportation services. If amendments were not deemed necessary a statement of "No change." is noted. Amendments requesting deletions are shown with ~~strike through~~ and additions are shown in **bold**. If, as in the section title, the text is normally bold, additions are shown underlined.

56- 5- 190. SCHOOL BUS.
No change.

56- 5-2570. PARKING OF UNATTENDED MOTOR VEHICLE.
No person driving or in charge of a motor vehicle shall permit it to stand unattended without first stopping the engine, locking the ignition, removing the key and effectively setting the brake ~~thereon~~ and, when standing upon any grade, turning the front wheels to the curb or side of the highway. **Except that the operation of a wheelchair lift and the assistance of the wheelchair passenger in the immediate environment of the motor vehicle shall not be interpreted as standing unattended for purposes of stopping engine, locking the ignition, and removing the key.**

**56- 5-2720. CERTAIN VEHICLES MUST STOP AT ALL RAILROAD
GRADE CROSSINGS.**
No change.

**56- 5-2740. PLACE WHERE DRIVERS SHALL STOP FOR STOP
SIGNS.**
No change.

56- 5-2745. EMERGING FROM ALLEY, DRIVEWAY OR BUILDING.
No change.

56- 5-2770. MEETING, OVERTAKING AND PASSING SCHOOL BUS.
(a) The driver of a vehicle meeting or overtaking from either direction any school bus stopped on the highway shall stop before reaching the bus where there are in operation on the bus flashing red lights specified in State Department of Education Regulations and Specifications Pertaining to School Buses, and the driver shall not proceed until the bus resumes motion or the flashing red lights are no longer actuated.

(b) Every school bus shall be equipped with red or red and amber visual signals meeting the requirements of State Department of Education Regulations and Specifications Pertaining to School Buses, which may be actuated by the driver whenever, but only whenever, the bus is stopped or preparing to stop on the highway for the purpose of receiving or discharging school children. A driver shall not actuate the special visual signal in designated school bus loading areas if the bus is entirely off the roadway.

(c) Every school bus shall bear upon its front and rear plainly visible signs containing the words 'SCHOOL BUS' in letters not less than eight inches in height. When a bus is being operated upon a highway for purposes other than the actual transportation of children either to or from school or **the transportation of individuals for school-related sponsored activities**, all markings ~~indicated~~ **indicating** 'SCHOOL BUS' shall be covered or concealed.

- (d) The driver of a vehicle need not stop upon meeting a stopped school bus:
1. When the bus is in a passenger loading zone completely off the main traveled lanes and when pedestrians are not allowed to cross the roadway.
 2. On **any four-lane or multi-lane** highways where the roadways are separated by ~~an wide earth or raised-concrete~~ **grass median or a raised concrete barrier**.

(e) The driver of a vehicle must stop upon ~~meeting or passing~~ **approaching** a stopped school bus:

1. On any two-lane highway.
2. On any four-lane or multi-laned highway where opposing highway is separated only by painted lines on the roadway or a ~~narrow gravel or hard-surfaced~~ **median**.
3. When overtaking a school bus which has red or amber signals actuated.

56- 5-3810. LIMITATIONS ON BACKING.

No change.

56- 5-3820. OPERATION OF VEHICLE WHEN DRIVER'S VIEW OR CONTROL OVER DRIVING MECHANISM INTERFERED WITH.

No change.

56- 5-4700. AUDIBLE SIGNAL DEVICES AND SIGNAL LAMPS FOR AUTHORIZED EMERGENCY VEHICLES, SCHOOL BUSES AND POLICE VEHICLES; RESTRICTIONS ON USE; EFFECT OF USE.

(a) Every authorized emergency vehicle shall, in addition to any other equipment and distinctive markings required by this chapter, be equipped with a siren, exhaust whistle or bell capable of giving an audible signal.

(b) Every school bus and every authorized emergency vehicle shall, in addition to any other equipment and distinctive markings required by this chapter, be equipped with signal lamps mounted as high and as widely spaced laterally as practicable, which shall be capable of displaying to the front two alternately flashing red lights located at the same level and to the rear two alternately flashing red lights located at the same level, and these lights shall have sufficient intensity to be visible at five hundred feet in normal sunlight. Provided, that vehicles of any fire department or funeral home when equipped with a mounted, oscillating, rotating or flashing red light, visible in all

directions for a distance of five hundred feet in normal sunlight, shall not be required to have additional signal lamps.

(c) A police vehicle when used as an authorized emergency vehicle may but need not be equipped with alternately flashing red lights as specified herein. Also, such vehicle may in lieu of the alternately flashing red lights be equipped with a special dome-mounted oscillating, rotating, or flashing red or blue light visible from a distance of five hundred feet to the front in normal sunlight; provided, that it shall be unlawful for any person to possess any flashing, oscillating or rotating blue light on any vehicle except one used primarily for law enforcement purposes.

Provided, however, that after January 1, 1967, all police vehicles when used as an authorized emergency vehicle shall then be equipped with dome-mounted, oscillating, rotating or flashing blue lights visible from a distance of five hundred feet.

(d) The alternately flashing lighting described in subsection (b) of this section shall not be used on any vehicle other than an authorized emergency vehicle. Provided, that a **stopped** school bus may use the alternately flashing red lighting described in subsection (b), ~~or red flashing lights in the rear and amber flashing lights in the front.~~

(e) The use of the signal equipment described ~~herein~~ shall impose upon drivers of other vehicles the obligation to yield right-of-way and stop as prescribed in 56-5-2360 and 56-5-2770.

56- 5-5000. WINDOWS SHALL BE UNOBSTRUCTED; WINDSHIELD WIPERS.

No change.

59-67- 10. "SCHOOL BUS" DEFINED.

When used in this article, "school bus" shall be construed to mean, **a vehicle as defined in 56-5-190**, every motor vehicle owned by a public or governmental agency and operated for the transportation of children to or from school **and school-sponsored activities** or privately owned and operated for compensation for the transportation of children to or from school **and school-related activities**.

59-67-20. REGULATIONS OF STATE BOARD OF EDUCATION GOVERNING DESIGN AND OPERATION OF SCHOOL BUSES.

The State Board of Education, by and with the advice of the State ~~Highway~~ Department of Education, shall adopt and enforce regulations not inconsistent with Chapter 5 of Title 56 to govern the design and operation of all school buses used for the transportation of school children when owned and operated by any school district in this State and such regulations shall by reference be made a part of any such contract with a school district. Every school district, its officers and employees, and every person employed under contract by a school district shall be subject to such regulations. Any officer or employee of any school district who violates any of such regulations or fails to include the obligation to comply with such regulations in any contract executed by him on behalf of a school district shall be guilty of misconduct and subject to removal from office or employment. Any person operating a school bus under contract with a school district who fails to comply with any such regulations shall be guilty of breach of contract and such contract shall be canceled after notice and hearing by the responsible officers of such school district.

59-67-30. PAINTING AND MARKINGS OF STATE-OWNED SCHOOL BUSES.

Every State-owned school bus ~~while being used in the transportation of school pupils~~ shall be substantially painted with high visibility yellow paint, conforming and

similar to National School Bus Chrome Yellow, and shall display the following markings: **conforming with the National School Bus Standards and**

~~_____ (1) Sides~~ the words "SOUTH CAROLINA PUBLIC SCHOOLS" in no less than four inch high letters located directly under the windows.

~~_____ (2) Back~~ The words "SCHOOL BUS" in letters not less than eight inches high located between the warning signal lamps.

~~_____ (3) Front~~ The words "SCHOOL BUS" in letters not less than eight inches high located between the warning signal lamps.

The State Board of Education is hereby authorized to adopt and to enforce ~~whatever additional color and marking standards as adopted by the National School Bus Standards and additional~~ regulations regarding the painting and marking of school buses which ~~they~~ may be ~~deem~~ necessary and proper.

59-67-40. APPLICABILITY OF LAWS AND REGULATIONS TO PRIVATE SCHOOL BUSES.

No change.

59-67-50. REMOVAL OF IDENTIFICATION MARKS FROM FORMER SCHOOL BUSES.

All school buses in this State, when no longer used for school purposes and sold to any person for private or public use, must have all marks of identification showing that these buses were used by schools and school districts removed before private or public use may be made of them. **An owner of such vehicle that allows** ~~Any person violating~~ the provisions of this section **to be violated** shall be subject to a ~~fine not exceeding twenty-five~~ **one hundred** dollars ~~fine~~ or imprisonment upon the public works of the county in which the offense is committed for a period of not more than thirty days.

59-67-60. RE-PAINTING OF FORMER SCHOOL BUSES.

Any person who purchases a ~~used~~ school bus **to be used for a purpose other than a school bus** must paint it a color other than yellow before operating such bus on the highway. Any person violating the provisions of this section shall be guilty of a misdemeanor and, upon conviction, shall be fined not more than ~~one~~ **two** hundred dollars or imprisoned for not more than thirty days, or both, in the discretion of the court.

~~_____ 59-67-70. DUAL WHEELS.~~

~~_____ County boards of education may at their discretion require that all replacement or new buses, placed in service in their respective counties, shall be equipped with dual wheels.~~

59-67-80. WINDSHIELD WIPER, BRAKES, LIGHTS AND REAR VIEW MIRRORS.

Every school bus shall be equipped with a power-driven windshield wiper, adequate brakes and efficient lights which shall at all times when in use be in good working order and also with a rear view mirror or mirrors of such dimension **and design** as will enable the driver, from the driver's seat, to see reflected in them not only the occupants of the vehicle but also the road to the left and to the rear of the vehicle for a proper distance adequately to observe traffic ~~in his~~ **to the rear**. **The mirror reflection must also give a view of the front and sides of the vehicle to observe pedestrian**

movement and shall be in compliance with the appropriate Federal Motor Vehicle Safety Standard.

~~59-67-90. GASOLINE TANKS.~~

~~The gasoline tank of every school bus shall be filled, vented and located entirely outside of that part of the school bus utilized for carrying passengers.~~

59-67-100. SEATING SPACE; AISLE, SEATS, NUMBER AND LOCATION OF PUPILS.

Sufficient seating space shall be provided so far as practicable for each passenger transported inside each school bus, no aisle in the school bus shall be less than twelve inches in width and all seats shall be securely fastened to the floor or body of the vehicle. All ~~pupils~~ **passengers** must be within the body of the bus at all times while the bus is in motion. They shall not be permitted to ride on ~~the running boards or in any other~~ place outside the bus, nor shall they be permitted to ride with heads or arms protruding through open windows. ~~Commencing with the 1974-75 school year, The number of pupils~~ **passengers** transported on a school bus shall not exceed ~~by more than ten percent~~ the manufacturer's rated seating capacity of such bus.; ~~and by the school year 1975-76, seating space shall be provided for each pupil transported. Provided, However, that a limited number of standees over the vehicle's rated seating capacity may be permitted, until the bus routes can be adjusted to accommodate the overloading that occurs in relation to the implementation of new routes and schedules. The overloading shall but not to exceed twenty school days.~~

59-57-110. FRONT ENTRANCE-EXIT; EMERGENCY EXIT.

Every school bus shall be provided with a front entrance-exit on the right side of the vehicle and ~~a rear~~ **an additional** emergency exit or door, conspicuously marked on the inside "emergency door" and equipped with a fastening device capable of being quickly released in emergency but entirely safe from accidental opening upon the application of any pressure from within the bus. Except in the event of an emergency, no person shall be allowed to enter or leave the bus by any other than the front entrance-exit. **The emergency exit standards of the State of South Carolina shall be in compliance with the appropriate Federal Motor Vehicle Safety Standards.**

59-67-120. TAMPERING WITH GOVERNORS PROHIBITED.

It shall be unlawful for any person, other than authorized mechanics **and other individuals authorized by the Department of Education**, to tamper with governors on school buses operated in this State. Any person violating the provisions of this section shall be guilty of a misdemeanor and, upon conviction, shall be fined the sum of ~~one~~ **two** hundred dollars or be imprisoned for a term of thirty days.

59-67-130. INSPECTION OF ROAD CONDITIONS ON BUS ROUTES; REPORTING HAZARDS.

No change.

59-67-140. INSPECTION OF ROAD CONDITIONS ON BUS ROUTES; DUTIES OF DRIVERS.

No change.

59-67-150. QUALIFICATIONS OF BUS DRIVER; DRINKING OR SMOKING ON BUS.

The driver of each school bus must be an experienced driver of good moral habits, and neither he nor any pupil nor any other person shall use alcoholic liquors or smoke any cigar, cigarette, pipe, tobacco or other substance in **or near** such vehicle ~~during the time he is operating the same as a school bus.~~

59-67-160. REPEALED BY 1978 ACT NO. 622 1, EFF. JULY 23, 1978.

59-67-170. REPEALED BY 1978 ACT NO. 622 2, EFF. JULY 23, 1978.

69-67-180. GENERAL SUPERVISION OF BUS BY DRIVER.
No change.

**59-67-190. DRIVER PROHIBITED FROM LEAVING BUS WHILE
ENGINE IS RUNNING OR OCCUPIED.**

No driver or operator of a school bus shall leave the bus while the engine is running **or while passengers remain on the bus except when assisting in the loading and unloading of passengers with disabilities or in circumstances deemed an emergency.**

**59-67-200. COMPLETE STOP TO RECEIVE OR DISCHARGE
PASSENGER REQUIRED.**

Each school bus **must** come to a complete stop with **transmission in neutral, hand brake clutch disengaged, and all lighting and traffic control devices activated as specified in Section 56-5-2770** before a passenger is permitted to alight or enter. **Any person violating the provisions of this statute shall be guilty of a misdemeanor and, upon conviction, shall be fined a sum of two hundred dollars or be imprisoned for a term of sixty days.**

**59-67-210. SCHOOL BUS PASSING ANOTHER SCHOOL BUS
UNLAWFUL.**

It shall be unlawful for any person operating a school bus **on a two-lane highway** to pass another school bus unless the lead bus is in a stopped position and the driver of the lead bus ~~has signaled signals~~ to the operator of the bus in the rear that it is safe to pass **or one of the buses is in a designated turn lane.** Any person violating the provisions of this section shall be guilty of a misdemeanor and, upon conviction, shall be fined the sum of one hundred dollars or be imprisoned for a term of thirty days.

59-67-211. SCHOOL BUS STOP ARM VIOLATION.

It shall be unlawful for any person to pass or overtake a school bus while the bus is flashing its amber lights, or while the bus has activated all lighting and traffic control devices as specified in Section 56-5-2770. Any person violating the provisions of this Section shall be guilty of a misdemeanor and, upon conviction, shall be fined a sum of two hundred dollars or be imprisoned for a term of sixty days.

**59-67-220. FILLING GASOLINE FUEL TANK WHILE ENGINE IS
RUNNING OR PUPILS ARE ON BUS.**

No ~~gasoline~~ **fuel** tank on or in any vehicle used as a school bus shall be filled while ~~the~~ engine is running or, except in an emergency, when there are pupils in the bus.

59-67-230. DRIVER REQUIRED TO STOP BEFORE CROSSING RAILROAD TRACK.

The operator of any school bus shall, before crossing at grade any tracks of any railroad, bring his vehicle to a full and complete stop ~~within~~ not less than fifteen feet nor more than fifty feet from the rail of the tract nearest to the front of such vehicle and shall, after such stop, ascertain if it is safe to proceed before crossing such tracks. **This section shall not apply to any railroad grade crossing where traffic is controlled by police or other law enforcement officers. When any section of railroad track has been removed on both sides of the railroad grade crossing, the railroad track shall be considered not operational, and the provisions of this section shall not apply.**

59-67-240. OTHER DUTIES AND DISCIPLINARY POWERS OF DRIVER.

The driver of each school bus shall cooperate with the teachers in their work in the school to which he is transporting pupils by being on time in the mornings and waiting in the afternoons until all his pupils are dismissed by the school faculty and safely aboard his bus. He also shall take particular notice along his route in the morning and give pupils within sight a reasonable time in which to board his bus. The driver shall be responsible for maintaining good conduct upon his bus and shall report promptly to the governing head of the school to or from which the pupils are transported any misconduct or any violation of the driver's instructions by any person riding in his bus.

~~The school district governing body boards of school trustees in this State may shall adopt discipline rules authorize authorizing school administrators to suspend or expel pupils from riding a school bus for misconduct on the bus or for violating instructions of the driver.~~

59-67-245. INTERFERENCE WITH OPERATION OF SCHOOL BUS PENALTIES.

No person shall willfully and wrongfully interfere with the operation of a school bus, either public or private, by boarding, restricting movement or using threats, either physical or verbal, to the driver or any passenger while the bus is engaged in the transportation of pupils to and from school or any lawful school activity or while passengers are entering or leaving the bus nor shall any person willfully fail or refuse to obey a lawful order of a school bus driver relating to the occupancy of a school bus. The use of threatening, obscene or profane language addressed to the driver or any passenger entering, leaving or waiting for a school bus is disorderly conduct and any person convicted for the use of such language shall be punished as provided in 16-17-530. Nothing contained herein shall be interpreted to infringe upon the powers and duties of duly constituted authorities. **Any person violating the provisions of this Section shall be guilty of a misdemeanor and, upon conviction, shall be fined a sum of two hundred dollars or be imprisoned for a term of sixty days.**

~~**59-67-250. POSTING OF COPIES OF RELEVANT STATUTES.**~~

~~The trustees of the various school districts shall cause to be posted in each school bus operating within their district at least two copies of 59-67-240, and the Superintendent of Education of this State shall furnish a sufficient number of copies of said section to the various school districts to the end that the provisions of this section may be complied with.~~

~~**59-67-260. CHECK OF SCHOOL BUS OPERATION BY STATE HIGHWAY DEPARTMENT.**~~

~~_____ The State Highway Department shall have the operation of school buses spot checked periodically and report all infractions of the laws or misconduct of any kind on the part of the drivers to the chairman of the board of trustees of the school that may be affected thereby.~~

59-67-270. INSPECTION OF BUSES.

All school buses shall be subject to inspection at any time or place by officers of the State Highway Patrol ~~or~~ and State Department of Education inspection forces. No school bus shall continue in operation in the transportation of pupils when found to be unsafe until the unsafe conditions disclosed by such inspection shall have been corrected.

59-67-280. PENALTIES

The doing of anything prohibited by this article or failing to do anything required by this article shall be a misdemeanor, punishable by a fine of not more than ~~one~~ two hundred dollars or imprisonment in the county jail for not less than five nor more than ~~thirty~~ sixty days.

59-67-290. NEGLIGENCE OR CARELESSNESS OF DRIVER IS NOT THE RESPONSIBILITY OF THE IMPUTABLE TO PASSENGERS.

The negligence or carelessness of the driver of any motor-driven vehicle used for the transportation of children to and from school shall not be ~~imputed to~~ attributed to the passengers on such vehicle. **The driver of any motor-driven vehicle used for the transportation of children to and from school shall comply with all rules and regulations adopted by the Department of Education.**

59-67-410 CONTROL BY STATE BOARD OF EDUCATION OF SCHOOL BUS TRANSPORTATION.

The **policies and regulations controlling the control** and management of all school bus transportation in the State shall be vested in the State Board of Education. **It shall be the responsibility of the Department of Education to implement and enforce the policies and regulations adopted by the State Board of Education.**

59-67-420. EXTENT OF TRANSPORTATION TO BE PROVIDED.

It is declared to be the policy of the State, acting through the State Board of Education, to assume no obligation to transport any child to or from school who lives within one and one-half miles of the school he attends, nor to provide transportation services extending within a one-half mile ~~radius~~ of the residence of any child, nor to furnish transportation for any child who attends a grade in a school outside the pupil's district when the same grade is taught in an appropriate school that is located within the school district in which the pupil lives. The cost of transporting pupils to regularly organized instructional classes in the district ~~or attendance area~~ for which school credit is given must be borne by the State. The cost of transportation for new programs conducted by the school districts must be borne by the school district until such time as the program is ~~approved~~ adopted as a state-wide program by the State Board of Education and adequate funding for the cost of transportation for the programs is arranged.

Notwithstanding the policy stated in the above paragraph, the State may assume the obligation of transporting students living within one and one-half miles of their schools and within a one-half mile ~~radius~~ of their residences when it is for the health and safety of the children. In these cases, the local school district may apply in writing to the State Department of Education for the Department to assume the **financial responsibility**

for this transportation. ~~for the health and safety of the school children involved.~~ Hazardous criteria shall be established by the school district governing body and shall respond to highway and highway-related traffic hazards. The district's should weight the need for the state hazardous transportation funds by giving priority to children that are least familiar with traffic movement and the complexity of the traffic hazard. The Department of Education shall equitably allocate funds to the district for hazardous transportation. The Department of Education shall receive each district's applications for transportation within a hazardous area and apply these against the district's allocation until available funds are exhausted. ~~After examining the request, the State Department shall render a decision on each application based on the location of the schools in relation to students' homes, the traffic patterns on adjacent roads, the existence of sidewalks, and other factors as may be considered pertinent.~~

Regardless of the distance criteria ~~Notwithstanding the policy~~ stated in the first paragraph of this section, the State shall transport and bear the cost of transporting five-year old children attending public school kindergarten programs to **and from** their residences. ~~at the conclusion of a morning kindergarten session and from their residences to an afternoon kindergarten session.~~

Notwithstanding the above paragraphs, the State may assume the obligation of transporting students to contiguous school districts when it is in the financial best interest of the State to do so. The state shall also route buses over the most efficient way over adequately maintained public and private accessible highways and streets to provide service within two-tenths mile of each child in grades k-5. No student shall ride continuously on a bus for more than one hour and fifteen minutes and the number of students assigned to a bus shall not be greater than the manufacturer certified seating capacity. The one-hour and fifteen minute ride maximum may be exceeded in unusual rural geographic situations.

59-67-425. TRANSPORTATION OF CHILDREN ATTENDING CHILD DEVELOPMENT PROGRAMS.

Three, ~~or four, or five-year old~~ children attending public school-sponsored kindergarten or child development programs must be permitted to ride state-owned buses to the extent funds are made available by the General Assembly ~~or as long as transportation services may be provided at no additional cost to the State.~~

59-67-430. ADOPTION OF PURCHASING SYSTEM FOR NEW BUSES.

The State shall annually purchase a replacement of one-fifteenth of the State-owned school bus fleet. The General Assembly shall annually or as frequently as needed designate the specific funding source for carrying out the purchasing of the required replacement fleet. ~~The Board shall adopt a purchasing system for new buses similar to that used by the State Highway Department for the purchase of its equipment.~~

~~**59-67-440. BOARD MAY BORROW FROM DIVISION OF SINKING FUNDS AND PROPERTY TO EFFECT PURCHASES OF SCHOOL BUS EQUIPMENT.**~~

~~The State Board of Education is empowered to borrow, and the Division of Sinking Funds and Property is empowered and directed to lend to the State Board of Education, such sums of money as the State Board of Education shall require to enable it to effect purchases of school bus equipment, provided, that, the aggregate of such indebtedness to be outstanding shall not at any time exceed one million five hundred~~

~~thousand dollars. The indebtedness shall be repayable not later than one year from the occasion that it shall be incurred only to the extent that the aggregate of such indebtedness, plus the other indebtedness incurred pursuant to Article 5 of Chapter 71 of this Title for school bus equipment, shall not exceed, on the date that such indebtedness shall mature, the limit prescribed by 59-71-420 for outstanding bonded indebtedness incurred for the purpose of school bus equipment, it being intended that notwithstanding that the aggregate of indebtedness prescribed for school bus equipment may be increased through the incurring of indebtedness pursuant to this section to an extent which may, on the occasion that the short term indebtedness herein authorized shall be incurred, exceed the limit prescribed for bonded debt to be outstanding for school bus equipment, the limit established by 59-67-420 shall not be otherwise exceeded.~~

~~59-67-450. FORM OF INDEBTEDNESS; INTEREST; PAYMENT.~~

~~The indebtedness incurred pursuant to 59-67-440 shall be in such form and shall bear such rate of interest as may be agreed upon between the State Budget and Control Board and the State Board of Education.~~

~~For the payment of the indebtedness and the interest to accrue thereon, the principal proceeds of the next bonds to be issued pursuant to Article 5 of Chapter 71 of this Title for school purposes shall be pledged and on the occasion that such further school bonds shall be issued pursuant thereto, sufficient of the proceeds thereof shall be used to retire such indebtedness, both principal and interest.~~

**59-67-460. CONTRACTS FOR TRANSPORTATION SERVICES WITH
PRIVATE INDIVIDUALS OR CONTRACTORS:
STATE AID.**

Any school district ~~county board of trustees education~~ may at any time contract for any part or all of its transportation services with private individuals or contractors for the furnishing of such services. In any such instance the ~~school district county board of trustees education~~ shall execute the contracts. The ~~school district county board of trustees~~ shall be responsible for the payment of all sums due under the contracts ~~so entered into and shall receive State aid from the State for pupils thus transported only on the shall be basis based of on the average state-wide cost of a per pupil transported on a operating cost of State-owned equipment school bus for the current year as determined by the State Board Department of Education. The average pupil transportation cost shall be based on the most recent year cost data and shall contain only those elements of the cost for which the school district is contracting.~~

The contracting for school boat transportation shall be based upon the State's average hourly cost of transportation by boat. Per hour transportation cost by boat shall be based upon the most recent expenditure data.

The ~~Board State Department of Education~~ may enter into agreements with ~~school district county boards of trustees education~~ whereby pupils living in isolated areas may be to transport pupils transported by special arrangements when such transportation can be provided at lower cost than by operating a regular bus route.

**59-67-470. BUS DRIVERS; SELECTION, ELIGIBILITY; TRAINING
AND CERTIFICATES.**

The school bus drivers, ~~whether students or adults,~~ shall be selected and employed by the respective ~~boards of trustees governing body~~ of the school districts, ~~subject to the approval of the respective county boards of education.~~ No person under sixteen ~~eighteen~~

years of age shall be eligible for consideration as a bus driver.* Before being employed, all prospective drivers shall be examined by the State ~~Board~~ **Department** of Education or its agent to determine their competency. The State ~~Board~~ **Department** of Education shall provide a rigid school bus driver training course **structure** and issue special "school bus driver's certificates" to successful candidates. No person shall be authorized to drive a school bus in this State transporting children, whether the bus be owned by the State, by a local school agency, or by a private contractor, who has not been so certified by the State ~~Board~~ **Department** of Education. All school bus driver certificates shall be renewed every ~~three~~ **four** years. ~~Drivers who have certificates issued prior to September 1962, must enroll and satisfactorily complete bus driver training courses prior to September 1965, and each three years thereafter.~~ Local school **district** superintendents shall supervise the conduct of pupils being transported and of school bus drivers. When any person is relieved of his duties as a bus driver, for just cause, by the local school superintendent, ~~shall require the driver is to turn-in his school bus driver certificate which shall to the district superintendent.~~ **The superintendent is to be forwarded the certificate to the State Department of Education. It shall be a misdemeanor, punishable by a fine of not more than two hundred dollars or imprisonment in the county jail for not less than five or more than sixty days for any school bus operator that violates the provisions of this section.** A certificate may be reissued to such a driver at a later date upon approval by ~~of~~ the local **district** superintendent and the State ~~Board~~ **Department** of Education. The provisions of this section shall not apply to private schools.

~~(* The United States Department of Labor discontinued granting an exemption for 16 and 17 year olds effective June 30, 1987.)~~

59-67-480. SALARIES OF DRIVERS OF STATE-OWNED BUSES.

~~The Salaries~~ salary schedule for of school bus drivers of State-owned buses shall be established by the State Department of Education. The rate of pay shall be determined by the appropriation fixed annually by the General Assembly.

**59-67-490. PROPOSED ROUTES SHALL BE SUBMITTED TO BOARD
STATE DEPARTMENT OF EDUCATION
ANNUALLY; APPROVAL.**

~~The school-district-boards-of-trustees-of each district~~ shall make a thorough study of transportation needs each school year, and shall submit ~~proposed~~ **safe and efficient** route descriptions and schedules in accordance with the limitations of 59-67-420 ~~and approved by county school authorities annually~~ to the State ~~Board~~ **Department** of Education **annually**. ~~The efficiency and effectiveness of all routes served by State-owned equipment shall be subject to the approval of the Board and the local board of trustees~~ **Department of Education annually.** No such equipment shall be ~~operated~~ **supported by State funds** except upon routes so approved.

**59-67-500. ROUTES OF BUSES OWNED AND OPERATED BY LOCAL
SCHOOL AGENCIES.**

~~The Board~~ **State Department of Education** shall have no jurisdiction over the routing of buses owned and operated by local school ~~districts~~ **agencies** whether directly or by contract.

**59-67-510. USE OF TRANSPORTATION EQUIPMENT FOR SPECIAL
EVENTS AND OTHER EDUCATIONAL PURPOSES.**

~~County boards of education~~ **The school district board of trustees** may permit the use of school bus equipment for transportation in connection with athletic events, boys'

and girls' clubs, special events in connection with the schools and such other ~~educational~~ purposes as may appear proper to the respective boards.

59-67-520. TRANSPORTATION OF HANDICAPPED PERSONS WITH DISABILITIES.

Notwithstanding the provisions of 59-33-50, 59-67-420 and 59-67-510, the State Department of Education shall have the responsibility for transporting ~~handicapped~~ persons **with DISABILITIES** of lawful school age to and from the nearest school in which a ~~handicapped~~ pupil **with a disability** ~~has been assigned~~ **receives instruction**. Additionally, when a school district is providing classes for ~~handicapped~~ persons **with DISABILITIES** between the ages of ~~five~~ **three** and twenty-one, and when a cost reduction will result, the Department may enter into a reciprocal agreement with the facility whereby certain ~~handicapped~~ persons **with DISABILITIES** between the ages of ~~five~~ **three** and twenty-one years may be transported on buses not owned by the Department and certain ~~handicapped~~ persons **with DISABILITIES** under age ~~five~~ **three** and over age twenty-one may be transported on Department-owned buses.

59-67-525. SPEED LIMIT FOR PUBLIC SCHOOL BUSES TRANSPORTING HANDICAPPED CHILDREN.

Notwithstanding any other provision of law, when public school buses are being used ~~exclusively~~ to transport ~~handicapped~~ children to school ~~pursuant to the provision of 59-67-520, Code of Laws of South Carolina, 1976, they~~ may be driven at a speed not to exceed forty-five miles per hour ~~when authorized by the State Board of Education.~~

~~To obtain such authorization, the school district shall submit such requests annually at the time it submits public school bus routes for approval to the State Board of Education pursuant to 59-67-490 of the 1976 Code. The request shall state in the factual basis for requesting a variance from the speed authorized for other public school buses.~~

~~**59-67-530. EXPENSES OF OPERATION OF STATE AND LOCALLY OWNED BUSES.**~~

~~The Board shall be responsible for all expenses of operation of State-owned buses and for the replacement of obsolete equipment. The State shall assume no obligation whatever for the expenses of operating buses owned by local or county school agencies, except as provided in 59-67-460.~~

59-67-535. USE OF BOATS OPERATED BY STATE DEPARTMENT OF EDUCATION TO TRANSPORT BLIND, ELDERLY OR DISABLED PERSONS.

Boats operated by the State Department of Education for transportation of school children from islands to mainland schools may also be used to transport **on regular routes**, on a space available basis only, any South Carolina resident who is over fifty-five years of age or disabled or legally blind as defined in 43-25-20 of the 1976 Code. A person requesting boat transportation shall present his Medicare card or other card approved by the South Carolina Commission on Aging to the employee of the **school district** ~~State Department of Education~~ who is in charge of the particular boat, and a person who is disabled or legally blind shall present to such person in charge of the boat a certificate to that effect from a licensed doctor of medicine or an official of an agency authorized by law to make determination of disability or blindness.

The term "disabled" as used herein shall mean the inability to perform substantial gainful employment by reason of a medically determinable impairment, either physical or

mental, which has lasted or is expected to last for a continuous period of twelve months or more.

Use of such boats by residents who are over fifty-five years of age or who are disabled or blind shall be only on a space available basis when ~~and only at such time as~~ the boat is being ~~otherwise~~ operated on **its regular school routes official business**. School children shall in every case be given priority of carriage. Provided, that special trips on such boats may be approved by the ~~County Board~~ **State Department of Education**, in which case all costs shall be borne by the ~~users~~ **school district**.

Any person authorized for transportation pursuant to the provisions of this section shall, prior to boarding, execute a "covenant not to sue" the State of South Carolina or any agency thereof, on a form approved by the State Department of Education.

Nothing in this section shall be construed as a waiver of the State's general immunity from liability and suit.

The benefits provided by the provisions of Article 3, Chapter 77 of Title 15 and Article 5, Chapter 67 of Title 59 shall not be available to persons authorized to be transported pursuant to the provisions of this section.

59-67-540. SUPPLIES AND MAINTENANCE OF STATE-OWNED BUSES; MAINTENANCE AND SUPPLY STATIONS.

The State Department of Education has the authority to establish and operate maintenance and supply stations and to acquire real property by purchase or lease for these stations. The State ~~Highway~~ Department of Education shall be responsible for providing all supplies required for the operation of State-owned school buses and for maintaining them in efficient and safe mechanical condition. ~~The Department shall be reimbursed periodically by the State Board of Education for expenditures incident to the operation and maintenance of buses, but no charge by, or reimbursement to, the Highway Department shall be made except to cover direct and additional expenses incurred by the Department on account of the performance of this service. Provided, however, that the Board of Education shall have authority to establish and operate maintenance and supply stations, on an experimental or permanent basis, if it should be determined to be of advantage to the State, and in connection therewith to acquire real property by purchase or lease.~~

59-67-550. INSTALLMENT PURCHASE OF MAINTENANCE SHOPS.

The State ~~Board~~ Department of Education is authorized to enter into an installment payment agreement with any political subdivision offering to convey real property to the ~~Board~~ Department for use as a school bus maintenance shop. ~~whereby~~ Payments for such property may be extended over a period of not more than ten years.

59-67-560. SALE OF USED SCHOOL BUSES.

Repealed by 1981 Act No. 148, 14, eff. July 30, 1981.

59-67-570. RULES AND REGULATIONS.

The State Board of Education may adopt such rules and regulations as may be necessary to carry out the intent and purposes of this article. Such rules and regulations shall have the full force of and effect of law. ~~But rules and regulations that affect the functions of the State Highway Department under this article or operation of buses on the highways shall be adopted only jointly with the Highway Department.~~

59-67-710. CONTRACTS OF INSURANCE ON STATE-OWNED SCHOOL BUSES.

No change.

59-67-720. PAYMENT OF PREMIUMS.

The premiums on all insurance contracts procured under the authority of 59-67-710 shall be paid out of the annual appropriation for transportation operated by the State ~~Board~~ **Department** of Education. Such premiums shall be considered a part of the general expenses of operating school bus transportation.

59-67-730. COUNTIES AND OTHER POLITICAL SUBDIVISIONS PROHIBITED FROM PROVIDING SUPPLEMENTAL BENEFITS ON STATE-OWNED BUSES.

No change.

59-67-740. CONTRACTS OF INSURANCE ON COUNTY AND DISTRICT-OWNED AND CONTRACT BUSES.

~~County and School~~ district boards-of-trustees-education owning school buses are directed to provide the same insurance coverage for the lawful occupants of a ~~county or~~ district-owned **school** bus as is provided for the lawful occupants of a State-owned school bus under 59-67-710. ~~County and School~~ district boards-of trustees-education are further directed to see that this same insurance coverage is provided for all lawful occupants of any contract vehicle operated under contract with such ~~county school and~~ district boards-of-trustees-education.

59-67-750. REPEALED BY 1977 ACT NO. 215 5.

59-67-760. WAIVER OF CLAIM AGAINST BUS DRIVER.

No change.

59-67-765. WAIVER OF SOVEREIGN IMMUNITY UP TO LIMITS OF INSURANCE COVERAGE.

No change.

59-67-770. STATE'S IMMUNITY NOT WAIVED.

No change.

59-67-780. RULES AND REGULATIONS.

No change.

59-67-790. MAJOR MEDICAL BENEFITS FUND.

No change.

School Bus Driver CDL Proposed Legislation

The following legislation was introduced in the House and Senate during the 1996 legislative session to create a School Bus Driver Commercial Drivers License. This legislation was support by the State Department of Education. The General Assembly took no final action on this legislation during 1996.

SECTION 1.

Section 56-1-2155. The written and skills tests for the school bus restricted and school endorsement commercial driver's licenses must examine the elements necessary to evaluate the driver's competency to operate a school bus. The school bus restricted and the school endorsement commercial driver's licenses written and skills tests must examine for airbrake and a single vehicle with a gross vehicle weight rating of 26,001 or more pounds (Class B) vehicles. Tests for the operation of a church bus may not include the examination for airbrake nor be required to use a Class B vehicle. The Department of Education shall issue regulations requiring school districts to conduct ten hours of annual inservice training for each school bus driver. The content of the school bus restricted and the school endorsement commercial driver's license tests must require the approval of the Department of Education. The training, commercial driver's license permitting, and testing necessary to obtain a school bus restricted commercial driver's license may not cost the applicant more than the regular driver's license renewal fee. Applicants that are tested for the school endorsement commercial driver's license must be subject to the department's regular commercial driver's license fee structure. Before the school bus restricted or the school endorsement commercial driver's licenses are issued by the department, the applicant shall complete an approved United States Department of Transportation medical exam.

SECTION 2.

Section 56-1-2030

(30) `School bus driver' means the operator of a vehicle defined in Section 59-67-30 or a motor vehicle owned by a public or private entity that is operated for the transportation of children to or from public school and public school related activities. For the purposes of this section a school activity bus or church bus is operated by a school bus driver and is defined as a school bus.

(31) `Instructor of driver training and safety means an employee of the Department of Education or school district that is hired for the primary purpose of training and issuing the knowledge and skills of school bus drivers. These instructors must be trained and certified by the department to only train, issue permits, and test for the school bus restricted and the school endorsement commercial driver's licenses. Instructors of driver

training and safety that have been certified by the department as third-party testers before July 1, 1995, shall have the authority, without further training or testing by the department, to train, issue permits, conduct written and skills tests for the commercial driver's license and to certify the issuance of the school bus restricted or school endorsement commercial driver's licenses to the department.

SECTION 3.

Section 56-1-2050. (A) Notification of Convictions.

(1) A driver holding a commercial driver/driver's license issued by this State, who is convicted of violating a state law or local ordinance relating to motor vehicle traffic control in any other/another state, other than a parking violation, shall notify the Department of Public Safety in the manner specified by the Department of Public Safety within thirty days of conviction. The operator of a school bus involved in a traffic violation must notify his employer before operating a school bus on the next working day.

(2) A driver holding a commercial driver/driver's license issued by this State, who is convicted of violating a state law or local ordinance relating to motor vehicle traffic control in this or any other/another state, other than a parking violation, shall notify his employer in writing of the conviction within thirty days of the conviction.

(B) A driver whose commercial driver/driver's license is suspended, revoked, or canceled by a state, or who loses the privilege to drive a commercial motor vehicle in any state for any period, including being disqualified from driving a commercial motor vehicle, or who is subject to an out-of-service order, shall notify his employer of that fact before the end of the business day following the day the driver received notice of that fact. A school bus driver who violates this subsection may not operate a school bus.

(C) A person who applies to be a commercial motor vehicle driver shall provide the employer, at the time of the application, with the following information for the ten years preceding the date of application:

(1) a list of the names and addresses of the applicant's previous employers for which the applicant was a driver of a commercial motor vehicle;

(2) the dates between which the applicant drove for each employer;

(3) the reason for leaving that employer;

(4) any additional information required by the employer;

(5) certification that all information furnished is true and complete.

SECTION 4.

Section 56-1-2070. (A) Except as provided in subsection (B) or when driving under a commercial driver/driver's instruction permit and accompanied by the holder of a commercial driver/driver's license valid for the vehicle being driven, a person may not drive a commercial motor vehicle on the highways of this State after April 2, 1992, unless the person has been issued and is in immediate possession of a valid commercial driver/driver's license and applicable endorsements valid for the vehicle which the person is driving.

(B) The following persons may operate commercial motor vehicles without a commercial driver's license:

(1) active duty military personnel and reservists and National Guard members who are on active duty while operating vehicles owned by the United States government, unless they are required by the owner of the vehicle to have a valid state driver's license;

(2) operators of a farm vehicle which is:

(a) controlled and operated by a farmer;

(b) used to transport agricultural products, farm machinery, farm supplies, or a combination of them to or from a farm;

(c) not used in the operation of a common or contract motor carrier; and

(d) used within one hundred fifty miles of the person's farm.

(3) persons operating authorized emergency vehicles as defined in Section 56-5-170.

(4) operators of recreational vehicles used solely for personal use.

(C) A person may not drive a commercial motor vehicle on the highways of this State while his commercial driver/driver's license or privilege to drive is suspended, revoked, or canceled, while subject to a disqualification, or in violation of an out-of-service order.

(D) A person who obtains a commercial driver's license to operate a school bus after October 1, 1995, must be required to obtain a school bus restricted or a school endorsement commercial driver's license.

(E) A person violating these requirements must be punished as though convicted of a violation of Section 56-1-460.

SECTION 5.

Section 56-1-2080. (A) (1) A person may not be issued a commercial driver/driver's license unless that person is a resident of this State and has passed a knowledge and skills

test for driving a commercial motor vehicle which complies with the minimum federal standards established by 49 C.F.R. part 383, subparts G and H, and has satisfied all other requirements of the CMVSA as well as any other requirements imposed by state law or federal regulation. The tests must be prescribed and conducted by the Department of Revenue and Taxation. The written and skills tests for the school bus restricted and the school endorsement commercial driver's license must be administered by the Department of Education's instructors of driver training and safety or designees of the Department of Revenue and Taxation.

(2) The Department of Revenue and Taxation may authorize a person, including an agency of this or another state, an employer, or a department, agency, or instrumentality of local government, to administer the skills test specified by this section if:

(a) the test is the same which otherwise would be as administered by the department; and

(b) the third party has entered into an agreement with the department which contains at least the following provisions:

(i) authorization for the department or the Federal Highway Administration or its representatives to conduct random examinations, inspections, and audits without prior notice;

(ii) permission for the department or its representative to conduct onsite inspections at least annually;

(iii) a requirement that all third-party examiners meet the same qualifications and training standards as the department's examiners to the extent necessary to conduct the driving skill tests;

(v) authorization for the department to charge a fee, as determined by the department, which is sufficient to defray the actual costs incurred by the department for administering and evaluating the employer testing program and for carrying out any other activities considered necessary by the department to assure sufficient training for the drivers participating in the program.

(B) The department may waive the skills test specified in this section for a commercial driver/driver's license applicant:

(1) whose driver's license has not been suspended or revoked within the previous two years;

(2) who has no more than four points against his driving record within the previous two years;

- (3) who has not contributed to an accident within the previous two years;
- (4) who has been licensed to operate the class of motor vehicle for which he is applying for a minimum of two years or who can provide proof that he was operating those vehicles for two years immediately preceding the date of application; and
- (5) who is not a school bus driver.

(C) A commercial driver/driver's license or commercial driver/driver's instructional permit may not be issued to a person while the person is subject to a disqualification from driving a commercial motor vehicle or while the person's driver's license is suspended, revoked, or canceled in any state, nor may a commercial driver/driver's license be issued to a person who has a commercial driver/driver's license issued by any other/another state unless the person first surrenders all those licenses, each of which must be returned to the issuing state for cancellation.

(D) (1) A commercial driver/driver's instruction permit may be issued to an individual who holds a valid Class 'D' license or who has passed the appropriate vision and written test for the type of commercial driver/driver's license sought.

(2) The holder of a commercial driver/driver's instruction permit, unless otherwise disqualified, may drive a commercial motor vehicle but only when accompanied by the holder of a commercial driver/driver's license with applicable endorsements which is valid for the type of vehicle driven, and who occupies a seat beside the individual for the purpose of giving instruction in driving the commercial motor vehicle.

(3) The commercial driver/driver's instruction permit may not be issued for longer than six months. Only one renewal or reissuance may be granted within a two-year period.

SECTION 6.

Section 56-1-2090. (A) The application for a commercial driver/driver's license or commercial driver/driver's instruction permit must include:

- (1) the full name and both the current mailing and residential address of the person;
- (2) a physical description of the person including sex, height, and weight;
- (3) date of birth;
- (4) the applicant's Social Security number;
- (5) the person's signature;
- (6) the person's consent to be photographed;

- (7) certifications including those required by 49 C.F.R. part 383.71(a);
- (8) any other information required by the department;
- (9) a consent to release driving record information; and
- (10) a nonrefundable application fee of fifteen dollars, except for school bus drivers applying for a school bus restricted commercial driver's license who must be charged only the regular driver's license renewal fee.

(B) When the holder of a commercial driver/driver's license changes his name, mailing address, or residence, an application for a renewal license must be made as provided in Section 56-1-230.

(C) A person who has been a resident of this State for thirty days or longer may not drive a commercial motor vehicle under the authority of a commercial driver/driver's license or commercial driver/driver's instruction permit issued by another state.

(D) A person who knowingly falsifies information or certifications required under subsection (A) of this section is subject to cancellation of his commercial driver/driver's license and may not obtain a commercial driver/driver's license or commercial driver/driver's instruction permit for at least sixty consecutive days after the time he otherwise would be eligible for a commercial driver/driver's license or commercial driver/driver's instruction permit.

(E) The Department of Revenue and Taxation and the Department of Education are authorized to issue a commercial driver's license and School Bus Driver Certifications until October 1, 1995. After this date, upon the expiration of a school bus restricted commercial driver's license or certificate, the driver shall obtain either a valid school bus restricted or a school endorsement commercial driver's license.

SECTION 7.

Section 56-1-2100(B)

(2) Endorsements: school bus operation; transporting hazardous material; and tank vehicle endorsements.

'K' restricts the driver to vehicles not equipped with airbrakes, and school bus (SB) restricts the driver to only operate a school bus.

SECTION 8.

Section 56-1-2110 (A) A person is disqualified from driving a commercial motor vehicle for not less than one year if convicted of a first violation of:

(1) driving a commercial motor vehicle under the influence of alcohol, a controlled substance, or a drug which impairs driving ability;

(2) driving a commercial motor vehicle while the alcohol concentration of the person's blood or breath or other bodily substance is four-one hundredths or more;

(3) knowingly and willfully leaving the scene of an accident involving a commercial motor vehicle driven by the person;

(4) using a commercial motor vehicle in the commission of a felony as defined in this article;

(5) refusal to submit to a test to determine the driver's alcohol concentration while driving a commercial motor vehicle.

If any of the above violations occur while operating a school bus or transporting a hazardous material required to be placarded, the person is disqualified for not less than three years.

SECTION 9.

Section 56-1-2150. A person may drive a commercial motor vehicle if the person has a commercial (driver/driver's) license issued by a state in accordance with the minimum federal standards for the issuance of commercial motor vehicle (driver/driver's) licenses, if the person's license is not suspended, revoked, or canceled and if the person is not disqualified from driving a commercial motor vehicle.

A person may drive a school bus with a commercial driver's license issued by another state if he has received special written and skills testing. The reciprocity of another state's school bus testing must be determined by both the Department of Revenue and Taxation and the Department of Education.

SECTION 10.

Wherever the term "commercial driver license"; appears in Article 13, Chapter 1 of Title 56, or elsewhere in the 1976 Code, it is construed to mean "commercial driver's license"; unless the context clearly indicates otherwise, and the Code Commissioner is authorized to make appropriate changes in the 1976 Code to conform with this provision.

SECTION 11. This act takes effect upon approval by the Governor.

Incentives For District Contracting

In order to promote the testing of contract school transportation services a State incentive program is proposed. The objective of the State incentive program is to encourage school districts to become involved in the pilot testing of contracted school transportation services. School districts initiate the bidding and contracting processes for the purpose of reducing costs and/or improving service delivery. School districts and the State mutually receive a direct benefit or incentive from improved service delivery. However, districts do not automatically benefit from cost savings. The existing State school transportation funding process only authorizes the Department of Education to reimburse school districts for actual transportation expenses. Therefore, if a school district reduces costs the State saves but the district may not. Allowing school districts to share in the State cost savings would offer a second possible incentive.

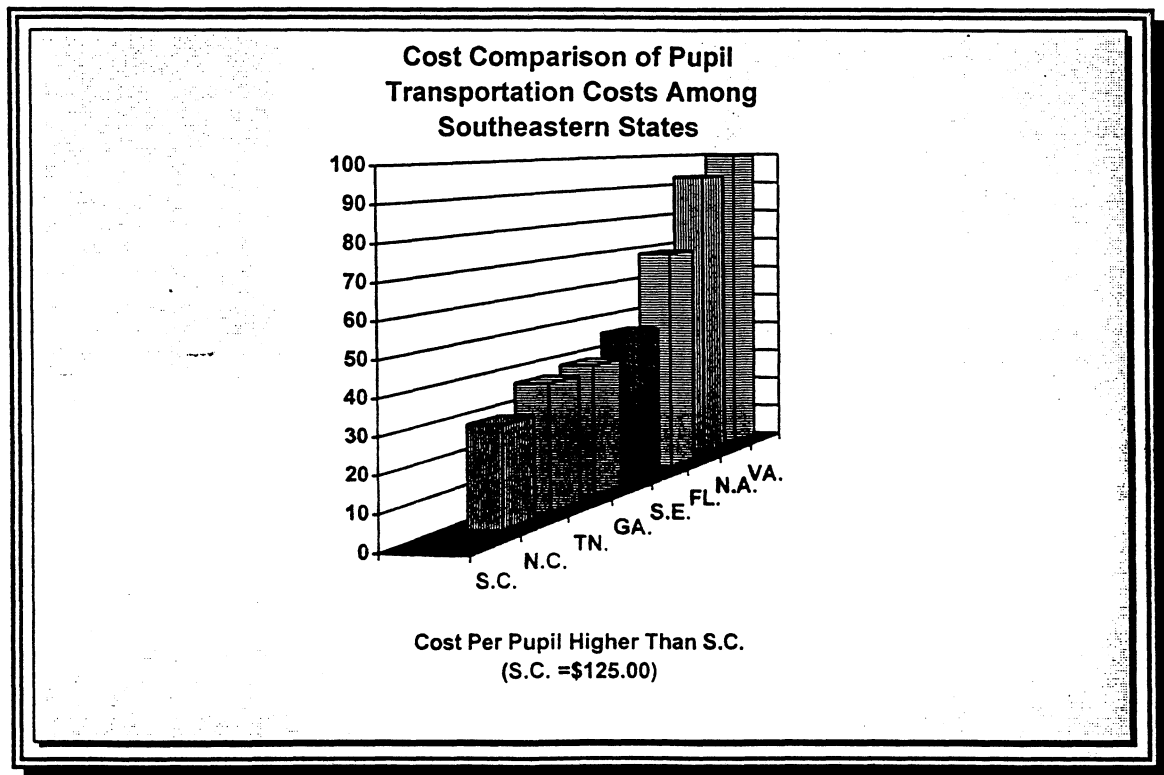
Legislation is required to authorize the sharing of cost savings with school districts. The legislation should allow the Department to share with school districts all or part of the cost savings over a predetermined time frame. The school district would be allowed to retain these savings for general use by the school district. The most likely scenario would be that the Department would agree to allow a school district to retain 100% of the annual savings generated over five years. This savings incentive could be offered by the Department to any district that desires to implement a cost savings program. The Department would keep the school district in a hold-harmless funding status unless a general budget reduction or increase was ordered by the General Assembly or Budget and Control Board. The school district would be required to share equitably in any increases or reductions.

School Transportation 1993-1994 School Year

State	Cost Per Pupil Transported	Cost Per Mile
South Carolina	\$125	\$.96
North Carolina	\$154	\$1.46
Georgia	\$164	\$1.78
Florida	\$194	\$2.25
Virginia	\$225	\$2.12
Tennessee	\$162	\$1.46
Southeast Average (Including SC)	\$171	\$1.67
National Average	\$218	\$2.93

Source: School Bus Fleet, January 1996 issue.

The data presented in the above table truly represents all costs, including depreciation, associated with the South Carolina school transportation program. This data is graphically presented below. South Carolina's operating cost establishes the base for the chart, showing that all southeastern states operate at cost considerably higher than South Carolina. North Carolina comparatively has the closest cost, operating 52 cents per mile higher than South Carolina.



STATISTICS

School Transportation 1993-1994 School Year

State	Pupils Transported at Public Expense	Public School Pupils	Private School Pupils	District-Owned Buses	Contractor-Owned Buses	Total Number of Buses	New Buses Purchased	Miles Traveled	Transportation Expenditures(\$) Including Capital Outlay	Transportation as % of State Aid
Alabama	431,345	—	n/a	7,569	275	7,844	614	62,005,288	118,287,471	3.7
Alaska	46,539	46,539	300	n/a	n/a	803	n/a	7,410,270	29,410,153	n/a
Arizona*	226,494	—	n/a	5,210	203	5,413	250	452,987**	139,850,935	n/a
Arkansas	293,472	—	n/a	5,772	39	5,771	330	44,247,418	71,064,032	4
California	928,303	—	n/a	14,364	7,483	22,881	n/a	246,241,363	836,633,407	2.3
Colorado	257,991	—	n/a	4,035	262	4,297	365	52,957,723	84,528,806	2.2
Connecticut	388,763	363,157	25,606	716	4,421	5,137	400	n/a	172,845,432	2.3
Delaware	105,364	90,589	14,775	451	965	1,416	47	19,202,349	36,507,657	8.6
Dist. of Columbia	2,747	2,293	454	209	0	209	23**	2,208,000	15,133,122	n/a
Florida	909,208	909,208	0	14,456	938	15,394	1,328	215,000,000	484,319,883	4.5
Georgia	932,810	932,810	0	12,821	51	12,872	1,000	116,191,800	207,217,327	3.9
Hawaii	39,500	39,500	0	16	857	873	n/a	7,108,891	20,700,000	n/a
Idaho	112,128	112,128	0	1,808	566	2,374	175	25,195,642	38,527,973	n/a
Illinois	1,065,474	1,028,689	36,785	12,417	9,011	21,428	n/a	224,857,934	444,803,809	6.5
Indiana*	981,471	968,454	13,017	8,591	2,905	11,496	n/a	88,148,692	312,565,409	1.5
Iowa	253,950^	—	n/a	5,787	240	6,027	364	59,761,124	70,312,904	n/a
Kansas	194,461	192,601	1,860	4,467	1,349	5,816	345	71,406,544	111,956,445	n/a
Kentucky	464,355	457,352	7,003	8,423	211	8,634	611	102,000,000	141,000,000	5.7
Louisiana*	807,812	783,208	24,604	4,206	3,595	7,801	n/a	387,454	2,406,931,159	1
Maine	181,568	—	n/a	2,064	519	2,583	135	31,799,487	59,199,039	15.8
Maryland	533,490	531,594	1,896	2,881	2,844	5,725	n/a	99,184,755	90,241,088	4.2
Massachusetts	375,344	—	n/a	1,522	3,001	4,523	n/a	78,631,300	170,396,458	n/a
Michigan*	777,806	747,200	30,846	13,467	820	14,287	677	164,517,616	424,671,423	1
Minnesota	767,592	703,833	63,759	4,327	5,569	9,896	437	142,496,599	242,328,860	5.1
Mississippi	394,734	394,734	0	5,274	40	5,314	427	53,905,484	88,739,317	4.4
Missouri	457,650	—	n/a	5,842	4,976	10,818	514	111,233,551	195,000,599	6.6
Montana	68,216	68,012	204	1,046	867	1,981	29	18,468,216	35,085,570	2.2
Nebraska	77,514	—	n/a	2,093	633	2,726	44	38,052,221	50,341,037	1.9
Nevada	78,037	—	n/a	1,379	0	1,379	95	24,017,273*	17,872,827	7.2
New Hampshire	174,000^	—	n/a	348	1,668	2,016	193	11,000,000**	44,830,316**	2.9
New Jersey	446,048	362,331	83,717	n/a	n/a	15,000	n/a	n/a	263,000,000	5.4
New Mexico	149,223	—	n/a	624	1,604	2,228	232	30,929,227	71,194,300	6.2
New York	2,200,000^***	—	n/a	18,426	21,165	39,591	n/a	359,001,358**	1,298,109,923**	6.9
North Carolina	692,615	692,615	0	12,866	0	12,866	1,029	133,260,021	195,200,000	4.4
North Dakota	43,754	—	n/a	1,841	409	2,250	175	24,482,141	17,390,678	7.1
Ohio**	1,316,106	—	n/a	13,800	1,000	14,800	n/a	175,263,660	442,613,209	3.7
Oklahoma	313,521	—	n/a	6,722	199	6,921	450	63,360,042	97,322,126	1.4
Oregon	305,483	303,383	2,100**	2,523**	1,692**	4,215	n/a	49,294,206	8,567,630	6.6
Pennsylvania	1,418,434	1,233,532	184,902	5,778	17,358	23,136	n/a	296,256,145	554,000,000	6.8
Rhode Island*	106,775	—	n/a	n/a	n/a	1,400	n/a	n/a	42,397,050	n/a
South Carolina	408,525	—	n/a	5,993	20	6,013	47	70,348,836	67,852,235	3.9
South Dakota	51,000	—	n/a	1,180	527	1,707	30	19,586,495	18,415,727	n/a
Tennessee**	564,031	—	n/a	4,455	1,943	6,398	n/a	74,938,680	109,462,528	n/a
Texas	1,245,993	—	n/a	n/a	n/a	28,901	n/a	310,113,835	519,402,633	3.1
Utah	155,400	155,400	0	1,803	100	1,903	93	26,461,189	50,332,177	3.5
Vermont**	79,842	—	n/a	1,080	720	1,800	n/a	n/a	21,203,381	1.5
Virginia	806,500	—	n/a	12,648	0	12,648	604	129,849,407	275,692,667	n/a
Washington	454,816	—	n/a	6,668	1,121	7,789	405	90,302,221	228,109,118	4
West Virginia	244,218	—	n/a	3,400	0	3,400	245	40,161,613	110,338,082	2.3
Wisconsin**	488,308	—	n/a	n/a	n/a	10,063	n/a	n/a	234,581,635	1
Wyoming	38,682	—	n/a	1,548	12	1,560	92	16,005,385	25,428,703	5.5
TOTAL	23,857,752	23,365,924	491,828	252,916	102,178	410,673	11,855	4,014,496,447	11,761,644,369	Avg. 4.4%

** Last year's figures used

*1994-95 School Year

N/A indicates information was not available. (N/A in the column "Private School Pupils" could mean those pupils were included in total "Pupils Transported at Public Expense." For states that specifically indicated private pupils were included in the public pupil category, a ^ is used.)

Data is based on reports submitted by state directors of pupil transportation and the National School Transportation Association. Percentage of total state allocated to pupil transportation was based on a study conducted by the University of New York, Albany.

Note: Although the chart represents the number of school buses owned by districts and contractors, in many instances districts own their buses but contract for services. In some cases, the sum of contractor- and district-owned buses doesn't equal total number of buses because of reporting practices.

Expenditures for Student Transportation for Public Elementary and Secondary

State	Salaries	Employee Benefits	Purchased Services	Supplies/Equipment	Property
Alabama	61,665,140	15,135,920	4,459,618	1,239,775	13,310,859
Alaska	4,267,554	1,927,206	25,593,986	696,023	404,197
Arizona	51,963,237	12,165,027	12,885,128	15,752,636	12,171,305
Arkansas	35,535,505	8,174,883	4,171,868	15,049,702	13,111,831
California	293,289,353	104,390,199	253,910,153	57,889,126	18,945,131
Colorado	55,463,501	12,587,404	11,727,699	10,423,371	933,225
Connecticut	14,739,920	3,966,945	143,374,050	3,531,399	1,820,998
Delaware	8,483,237	2,487,066	24,366,424	1,234,142	2,087,485
District of Columbia	8,984,704	2,907,511	1,219,099	397,885	984,747
Florida	206,742,182	86,948,099	38,098,944	45,466,337	18,709,463
Georgia	118,257,581	28,117,446	21,349,963	29,303,971	42,845,146
Hawaii	293,418	67,926	19,815,608	9,882	173,797
Idaho	14,889,783	4,894,805	12,927,520	5,190,680	3,646,880
Illinois	100,038,253	24,936,206	303,608,895	26,014,968	32,464,407
Indiana	122,537,381	24,162,978	78,558,002	28,093,458	29,317,455
Iowa	44,895,147	9,595,379	12,752,402	16,276,882	10,500,286
Kansas	33,098,739	4,898,207	37,967,437	12,055,034	12,722,847
Kentucky	90,698,228	30,060,054	16,723,179	26,458,999	25,015,672
Louisiana	105,707,950	24,121,581	43,295,472	9,565,055	12,628,899
Maine	24,200,218	12,271,916	17,724,776	6,907,122	4,711,191
Maryland	85,634,137	21,289,640	114,599,748	12,511,905	7,783,798
Massachusetts	23,472,187	2,891,726	168,133,965	27,567,343	2,831,183
Michigan	224,446,973	80,902,090	59,897,672	46,219,994	35,966,228
Minnesota	58,232,903	14,121,906	137,439,335	12,394,725	18,855,097
Mississippi	34,402,686	6,190,763	4,027,832	19,822,757	21,999,664
Missouri	60,325,378	11,939,367	132,944,679	19,448,804	15,773,446
Montana	8,973,022	2,611,742	21,181,766	2,572,764	5,644,531
Nebraska	16,862,669	3,575,826	11,736,228	8,549,641	5,791,192
Nevada	26,931,687	7,072,159	2,496,241	3,656,663	7,396,243
New Hampshire	4,383,567	993,936	36,949,257	1,139,917	741,969
New Jersey	105,086,919	35,246,165	316,239,237	20,460,748	16,770,842
New Mexico	8,158,450	4,875,754	49,451,833	3,093,322	1,509,307
New York	238,406,664	75,702,328	748,865,674	41,260,141	23,296,883
North Carolina	108,827,063	26,420,139	8,455,317	26,478,712	17,688,609
North Dakota	8,641,705	1,125,746	9,578,688	3,970,212	2,521,553
Ohio	118,735,038	45,376,779	55,448,803	43,211,802	30,519,554
Oklahoma	47,372,435	10,842,326	11,644,676	16,803,956	9,559,049
Oregon	34,380,739	16,134,106	46,868,995	9,716,444	12,363,450
Pennsylvania	84,812,265	34,556,292	362,427,942	15,778,754	11,096,007
Rhode Island	9,653,161	3,854,607	27,801,195	1,195,030	402,501
South Carolina	61,222,732	14,174,685	3,771,486	469,505	1,005,501
South Dakota	6,002,577	1,091,125	13,277,762	2,718,322	2,131,633
Tennessee	47,609,644	31,484,071	38,745,794	18,936,575	16,009,888
Texas	235,486,541	60,631,988	33,993,162	115,838,489	42,567,732
Utah	22,152,541	8,336,310	4,047,879	5,272,881	4,409,220
Vermont	4,544,661	1,029,578	16,356,684	1,301,207	1,476,750
Virginia	138,107,489	35,194,929	19,208,221	34,609,840	23,825,410
Washington	95,023,016	31,393,817	41,398,614	23,221,798	1,324,397
West Virginia	61,402,721	22,409,868	5,453,380	13,729,761	12,177,593
Wisconsin	22,105,563	6,266,952	174,186,545	9,832,923	8,283,396
Wyoming	12,567,025	3,479,899	2,991,140	3,731,203	4,146,951
TOTALS	3,379,504,048	1,056,024,672	3,750,872,672	876,491,310	620,243,565

SOUTH CAROLINA DEPARTMENT OF EDUCATION

Transportation Fleet Replacement Schedule Amortization

Route and Spare Buses -- Based on 1996 SDE Transportation Fleet Status Report

Scheduled Replacement Date	1977-1983 Gas	1981 Gas	1982-1985 Gas & Diesel	1986 Diesel	1987 Diesel	1988 Diesel	1989 Diesel	1990 Diesel	1991 Diesel	1992 Diesel	1993 Gas	1994 Diesel	1995 Diesel	1996 Diesel	1997 Diesel	Total Number of Buses	Cost (Based on 1996 Contract Price)
Replaced Proposed 1996	2,111	239	1,383	178												1,800	NA
1997																0	\$100,040,400
1998																0	\$0
1999																0	\$0
2000																0	\$0
2001																0	\$0
2002				344	400											344	\$19,118,832
2003						500										400	\$22,231,200
2004						499										500	\$27,789,000
2005							0	281			3					502	\$27,900,156
2006									0	25						306	\$17,006,868
2007												47				0	\$0
2008																47	\$2,612,166
2009																0	\$0
2010																0	\$0
2011																0	\$0
2012																0	\$0
2013													500			500	\$27,789,000
2014													750	27		777	\$43,184,106
2015													752	27		779	\$43,295,262
2016														27			
2017														28			
TOTAL	0	239	1,383	522	400	999	0	281	0	25	3	47	2,002	109	0	5,955.00	\$330,966,990

The 1996 Contract Price of a School Bus in \$55,578.

Cost Per Year	\$15,760,333
Cost Per Bus Per Year	\$2,647

Study Group
on
The Most Efficient Means of Providing School Transportation Services

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